

# GENERAL PLAN UPDATE

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CITY OF COACHELLA

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URBANPLAN



# GENERAL PLAN UPDATE

CITY OF COACHELLA

JANUARY 1987

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# UNIT 1: INTRODUCTION

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# PREFACE





## PREFACE

### Overview

From the summer of 1983 until the spring of 1985, a number of public hearings were held in the lower Coachella Valley area to determine the ultimate spheres of influence of the municipal jurisdictions in that area. During that period of time, the City of La Quinta was allowed to annex the PGA West project into its boundaries even though the majority of the property had been in the sphere of influence of the City of Coachella. The advent of the PGA West project signaled to everyone in the area that the cove development that had been the main source of new construction in the northern end of the Valley had finally reached the Valley's lower region.

In response to these events, the City of Coachella determined that it was in its best interest to review the existing land use policies and how those policies were being applied to undeveloped area between the incorporated boundaries of the City and the Santa Rosa Mountains to the southwest. The following General Plan Amendment and Update represents the conclusions of that review.

### Study Area

The original study area for the update was established by identifying all of the property surrounding the City of Coachella whose development could be reasonably expected to impact the City. During the development of this update, continuing negotiations between the cities of La Quinta, Coachella, and Indio were taking place in an attempt to reach a mutually agreeable solution to the jurisdictional issues. The results of one such negotiation between La Quinta and Coachella are illustrated in Figure 1. Certain property in the southwest corner of the study area was agreed to be more related to La Quinta than to Coachella, and an additional nine square miles in the southern portion of the area was set aside in a holding area to await future review when more is known about the ultimate pattern of development in the region. Since the General Plan is intended to provide Coachella with a broad set of policy statements relative to future land use in the region and to provide a basis for comprehensive infrastructure planning, it was believed to be appropriate to maintain the original configuration of the study area boundary, so that the City would have an instrument to use to measure the impacts of land use decisions made by its neighbors well into the future.



The process by which the expansion of the planning area took place required that the existing environmental elements of the General Plan, i.e. Open Space/Conservation, Safety, and Scenic Highways, be reviewed along with the Housing Element to identify the implications of their goals and policies. Once those implications were quantified, they were applied to the remainder of the new planning area which was not previously included in the existing General Plan.

The new land use plan that was created from the existing elements was used to generate revised traffic data that became the basis for both a revised Circulation Element, and a revised Noise Element. Along with those two elements, the Scenic Highways Element was also revised by combining it with other urban design concepts into a Community Design Element. Finally, the land use plan was also used as the basis for a revised Land Use Element which not only includes the new planning area but also simplifies the land use categories used in the Plan and introduces the concept of using Specific Plans as an implementation tool for the entire Plan.

Since a majority of the General Plan was impacted by the expansion of the planning area, this effort has also been used as an opportunity to consolidate all of the new and remaining portions of the Plan into one consistent format. In some cases this reformatting required minor modification of the wording of existing goals and policies. In order to aid the reader in identifying the portions of the Plan where this modification has occurred, goals and policies that have remained unchanged are shown in plain text, while modified goals and policies are underlined and total new goals and policies are shown in bold text. Since the concept of implementation statements is new to the entire Plan, all of them are shown in plain text even though some of them are based on previously adopted concepts.







# INTRODUCTION



# INTRODUCTION

## AUTHORITY

This updated General Plan of the City of Coachella has been prepared in accordance with the California Government Code which states in part:

"65300. Each planning agency shall prepare and the legislative body of each ... city shall adopt a comprehensive, long-range general plan for the physical development of the ... city, and of any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning ..."

The Code also requires that the general plan contain at least the following seven elements:

1. Land Use
2. Circulation
3. Housing
4. Conservation
5. Open Space
6. Noise
7. Safety

These seven mandated elements are addressed within this document with the Open Space and Conservation Elements being combined. In addition, a Community Design Element has been also included because, in the judgment of the City of Coachella, it directly relates to the physical development of the City.

## INTENT

This General Plan is intended by the City of Coachella to serve as a framework for the development of comprehensive infrastructure improvement plans and as a guideline for all future development within the planning area. Consequently, the Land Use Element is very general in nature and it attempts to establish limits on the total potential development within each planning sector without dictating the exact configuration of the development.

This flexibility is built into the General Plan so that definitive changes can take place in the exact configuration of the ultimate land use pattern without significantly altering the overall impacts of that pattern. Because the impacts will remain relatively constant, the City will be able to more





accurately anticipate the future needs for capital improvements and public services through comprehensive long range planning. This clearer vision will lead to various aspects of the infrastructure such as highway rights-of-way and trunk sewer lines to be adequately sized initially instead of constantly being revised as the development pattern becomes more obvious

### IMPLEMENTATION

In order to provide for a meaningful bridge between the non-specific nature of the General Plan and the very precise nature of zoning, the General Plan requires that a Specific Plan be prepared for each planning sector outside of the built-up area of the community prior to that area being committed to development. This specific planning process will allocate the number of units provided for in the General Plan to various zoning classifications that are consistent with the General Plan designation of land uses. Thus, the zoning within any planning area will be reflective of the market forces prevalent at the time of development without distorting the integrity of the General Plan. Within the context of these Specific Plans, collector and local streets would be located and sized, locations for neighborhood commercial would be established, open space amenities would be identified, and environmental impacts would be more precisely analyzed. Through this process, the City will be able to control the precise arrangement of land uses throughout the community without sacrificing the effectiveness of the General Plan as a long range planning tool.

### GOAL STATEMENTS

While the land use map is usually considered to be the heart of any General Plan, in fact it is merely a graphical representation of the implementation of the long-range objectives of the community. The real heart and soul of the General Plan is the goals, policies and implementing actions that represent the definitive expression of those objectives.

The **goals** of the City of Coachella included within this General Plan ultimately are a description by the citizens of the community, through their elected representatives, of what they would ultimately like to see the character of their community be.

The **policies** that relate to each goal are intended to provide direction to the City staff as to the exact way in which the community is desirous that the goals shall be accomplished.



The **implementing actions** are the practical actions that will be undertaken by the City through its staff or outside agencies to bring about a community that reflects the goals of the residents.

In order to properly fulfill its function of defining community goals and converting them into specific actions that will accomplish those goals, the General Plan must contain at least one policy for each goal that is identified, and at least one implementing action for every policy. To have a goal without a policy or implementing action, or a policy without an implementing action is to assemble words that have no real meaning.

The following is a comprehensive listing of all of the goals contained in the General Plan listed by element. The goals for each element are repeated at the beginning of their respective elements for the convenience of the reader. Each element also contains the specific policies and implementing actions related to its goals. From time to time, a particular policy or implementing action that is of a generic nature may appear in more than one element.

### **Land Use Element**

To cooperate with all levels of government which are seeking to provide equal educational and employment opportunities, etc. for all residents by the elimination of discriminatory practices.

To provide a means by which the citizens may furnish a meaningful contribution to the realization of the overall goals of the community.

To preserve and create attractive, safe, and convenient neighborhoods with good housing and adequate schools, parks and recreation centers and other facilities to meet the needs of the residents.

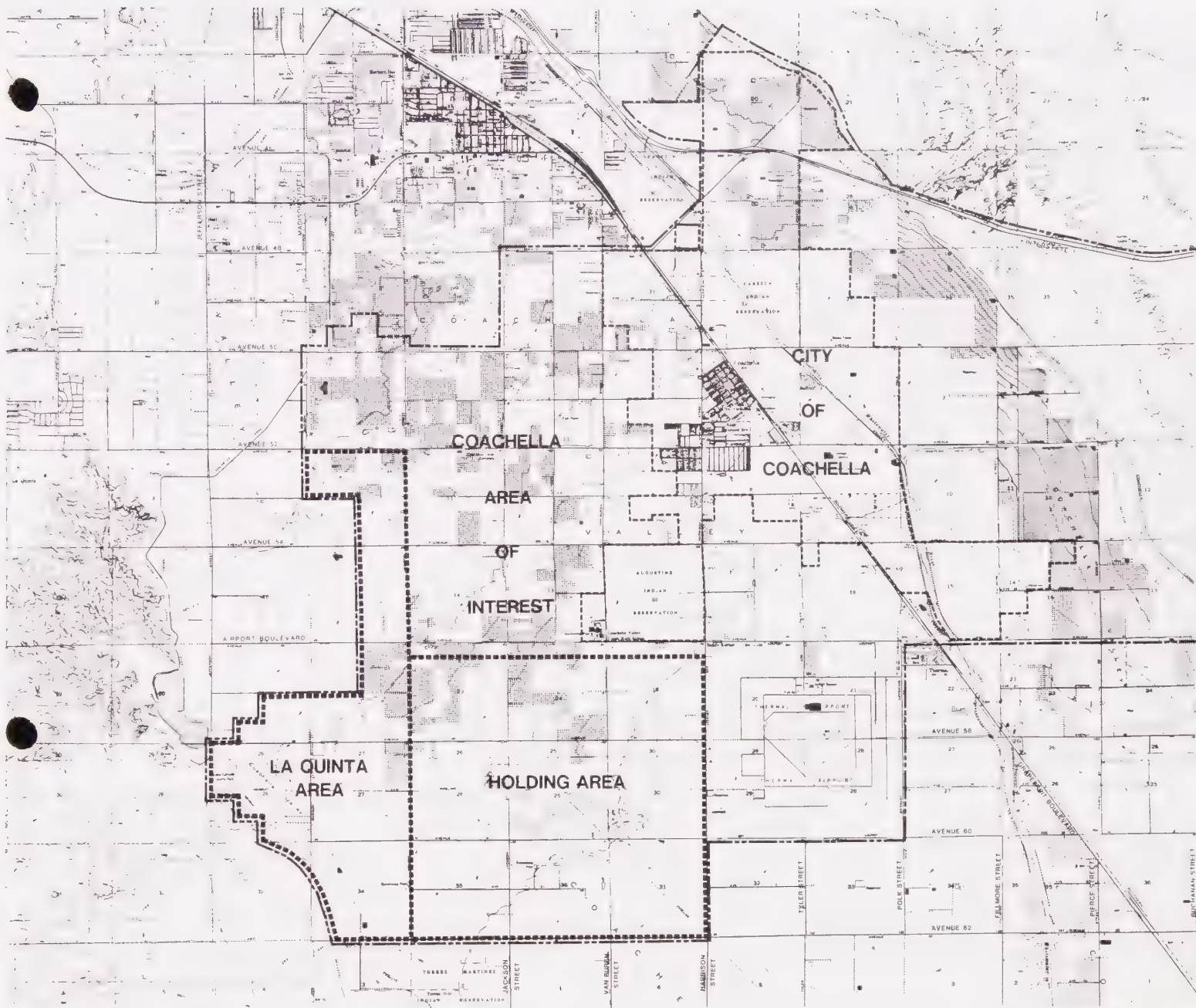
To provide a variety of development and the attendant amenities to attract all economic levels of residents.

To provide for residential, commercial, and industrial development acreage sufficient to meet the economic needs of the community which is conveniently located, pleasant, safe and efficiently operated and is compatible with adjoining land uses.

To develop a healthy economy by reducing unemployment through the expansion of educational and employment opportunities for all citizen groups.










# STUDY AREA

## LEGEND

-  STUDY AREA BOUNDARY
-  LA QUINTA AGREEMENT
-  CITY BOUNDARY

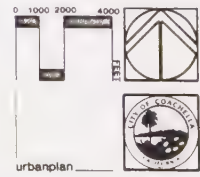


EXHIBIT 1



To make available to all community members, a full range of City services.

To encourage development and redevelopment within areas already adequately serviced by municipal and protective services in an efficient and economical manner.

To encourage planned, well-ordered and efficient urban development patterns which will meet the basic human needs of the City.

To manage the natural growth of the region through appropriate population assimilation without artificial constraints or limitations on growth while preserving the cultural, historical, and natural aspects of the planning area.

To reduce the costs of development, particularly public capital and operational costs, and discourage urban sprawl by encouraging the revitalization and rehabilitation of existing neighborhoods.

### **Circulation Element**

To provide a well-designed circulation system including bikeways, riding trails, pedestrian ways, etc. to serve the needs of the community.

### **Housing Element**

To provide adequate housing in a satisfying living environment for all persons regardless of age, race, ethnic background, national origin, religion, family size, marital status, handicap or any other arbitrary factor.

To provide a mix of housing opportunities that meets the needs of all residents.

To maintain and conserve the existing housing supply in a safe and serviceable condition while eliminating housing deficiencies and preventing further deterioration.

To provide a means by which the citizens may furnish a meaningful contribution to the realization of the overall housing goals of the community.



## **Community Design Element**

To create a unique visual identity to the City within the region.

To define visually attractive city identifications that will have an imageable form which is easily perceived by members of the community.

To establish a system of scenic highways and corridors which enhance and protect aesthetic qualities within the City and reinforce a highly imageable character to the City.

## **Open Space and Conservation Element**

To provide for the preservation, conservation, and utilization of open space lands and natural resources so as to maintain and enhance the quality of the environment.

To identify and analyze existing natural and cultural resources and plan for their proper utilization by developing a land use pattern that takes optimum advantage of those resources including views of the mountain areas and desert floor.

To manage and conserve remaining significant native habitat areas within the project area consistent with the needs of the natural inhabitants.

## **Noise Element**

To identify noise sources and establish noise level standards which provide for the reduction of noise where the noise environment is unacceptable while protecting and maintaining those areas having acceptable noise environments.

To allocate the cost of noise mitigation programs among the noise generating facilities and systems rather than among the recipients of such unwanted and intrusive sound.

To recognize the adverse effect of excessive noise on the environmental aspects of the community.





To provide a means by which the citizens of the City may furnish a meaningful contribution to the realization of the noise related goals of the community.

### **Safety Element**

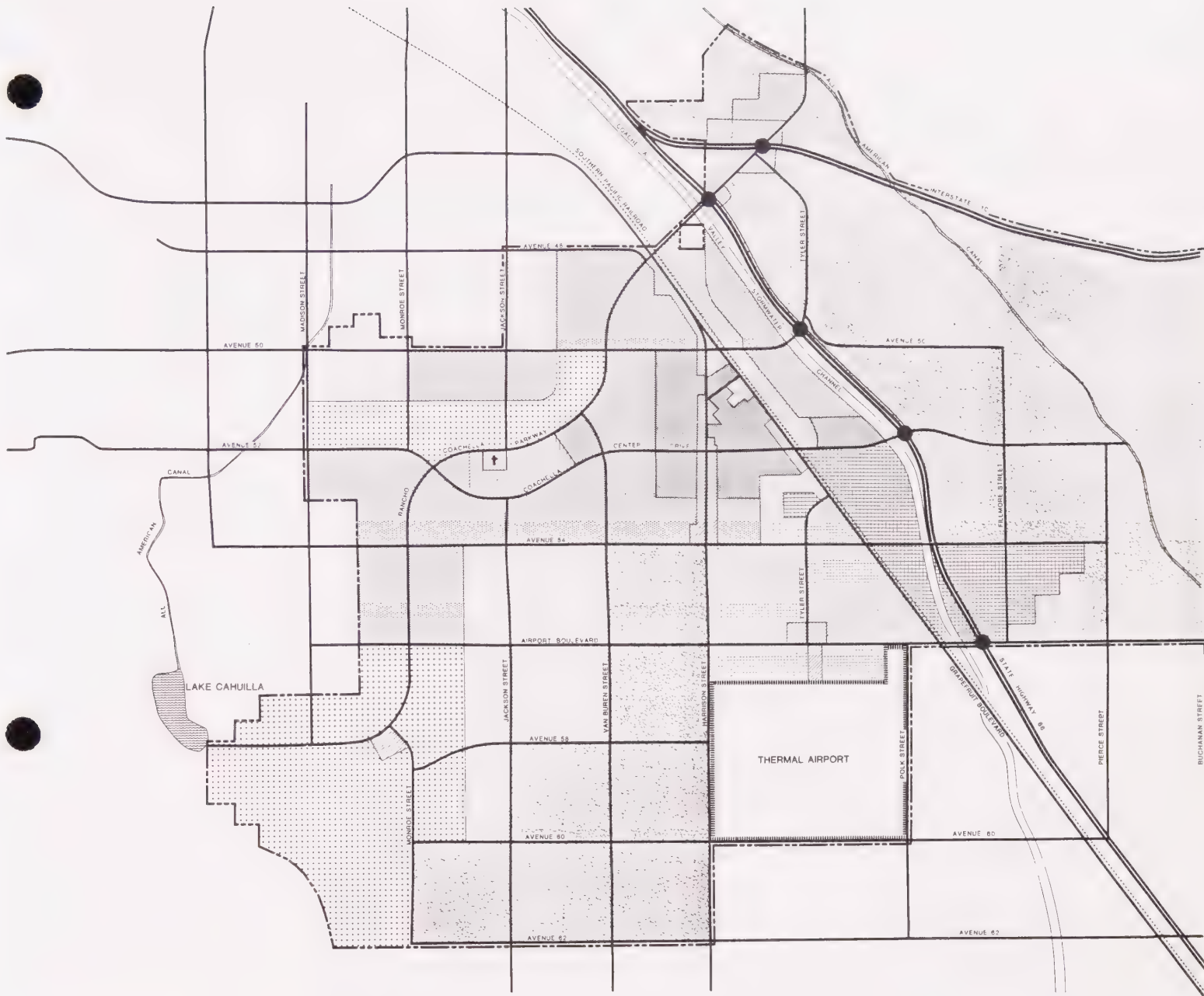
To regulate development in areas which are considered to be hazardous.

To provide for the implementation of improvements which protect the community from intermittent hazardous conditions.













LAND USE





# LAND USE

## LEGEND

	RURAL RESIDENTIAL 0.2-1.5 du/ac		PUBLIC/QUASI PUBLIC CEMETERY
	SUBURBAN RESIDENTIAL 1.5-3.0 du/ac		GENERAL INDUSTRIAL
	URBAN RESIDENTIAL 3.0-6.0 du/ac		LIGHT INDUSTRIAL
	RESORT		AIRPORT
	GENERAL COMMERCIAL		AGRICULTURE

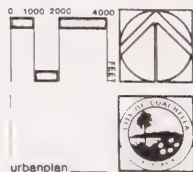


EXHIBIT 2





## LAND USE ELEMENT

### GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

To cooperate with all levels of government which are seeking to provide equal educational and employment opportunities, etc. for all residents by the elimination of discriminatory practices.

The City shall participate in cooperative efforts with other local agencies to solve problems of a regional significance.

The City will continue to provide the County of Riverside with input relative to land use decisions being made within the unincorporated areas of the City's sphere of influence.

To provide a means by which the citizens may furnish a meaningful contribution to the realization of the overall goals of the community.

All efforts shall be made to improve the communication and involvement between the citizens and city government regarding land use issues.

Citizens comments and direct involvement will be sought for all major planning proposals.

Public hearings will be held seeking citizen input prior to the adoption of any policies and community members will be encouraged to become involved in the review process.

To preserve and create attractive, safe, and convenient neighborhoods with good housing and adequate schools, parks and recreation centers and other facilities to meet the needs of the residents.

Future development shall seek to achieve environmental compatibility by utilizing Specific Plans where feasible.

Every Specific Plan will provide 1 to 1.5 acres of neighborhood commercial development per 1,000 residents.

A Specific Plan for the downtown area will be developed that provides alternatives to strip development.



The City shall strive to achieve overall compliance with the General Plan by the abatement of all inconsistencies in all sectors of the city, thereby achieving the maximum from any given area regarding increased valuation, aesthetics, and other amenities associated with neighborhood sectors.

Existing land uses and commercial strip usages will be redesignated, where feasible, to achieve a more reasonable use of the land involved.

To provide a variety of development and the attendant amenities to attract all economic levels of residents.

The City shall augment the existing economic base by the utilization of various implementation measures that capitalize on the recreational and tourist aspects of the area.

The City will provide appropriate areas within the community for resort development.

To provide for residential, commercial, and industrial development acreage sufficient to meet the economic needs of the community which is conveniently located, pleasant, safe and efficiently operated and is compatible with adjoining land uses.

Development standards for industrial developments shall be formulated which include landscaping design requirements, architectural controls, etc.

Development standards for industrial developments which will include landscaping design requirements, architectural controls, etc.

Industrial uses which are incompatible with other land uses shall be confined to specific areas within the community.

Heavy manufacturing uses will be restricted to areas between the main railroad line and the Whitewater Channel, and at the site of current activity at Tyler Street and Avenue 53.



To develop a healthy economy by reducing unemployment through the expansion of educational and employment opportunities for all citizen groups.

The City shall work with surrounding educational agencies to facilitate the provision of the best possible educational experience for the community.

The City will cooperate with the Coachella Valley Unified School District to insure that adequate school facilities are available for all segments of the community in a timely manner.

To make available, to all community members, a full range of the City's services.

Special efforts shall be made toward implementing programs to assist the elderly, the young, and the handicapped in finding needed services.

Neighborhood service centers will be created to focus social services at sites that are more accessible to concentrations of individuals with unique needs for those services.

To encourage development and redevelopment within areas already adequately serviced by municipal and protective services in an efficient and economical manner.

New developments shall be encouraged to utilize existing facilities and adequate services where possible.

The onsite public facilities within the subdivision unit such as streets and water, sewer, gas, power and telephone utilities will be provided under the conventional subdivision plans and agreements.

Assessment district financing for the major public facilities such as streets, water and sewer, major privately owned public utilities (gas, power, and telephone), and the acquisition and grading of park and school sites will be explored.





The City will seek to develop master planning for the adequate provision of public facilities and services.

Economic and fiscal studies will be undertaken to insure understanding the financial impact, need and distribution of public facilities services to serve new development.

To encourage planned, well-ordered and efficient urban development patterns which will meet the basic human needs of the City.

There shall be reasonable and realistic phasing of development of new communities.

Urban development will be encouraged to continue in a compact and orderly manner while seeking to avoid over extension of facilities and services.

Future development shall utilize design features to improve the relationship between commercial and residential uses.

Residential areas will be protected from encroachment by adverse non-residential land uses.

Manufacturing uses shall also be protected from the encroachment of residential uses.

To manage the natural growth of the region through appropriate population assimilation without artificial constraints or limitations on growth while preserving the cultural, historic, and natural aspects of the planning area.

Necesssary growth shall be phased in an orderly fashion in order to promote efficient operation of the urban system and achieve a quality environment.

The urban development pattern will be contiguous so as not to fragment producing agricultural lands into increments which are not economically feasible for production.

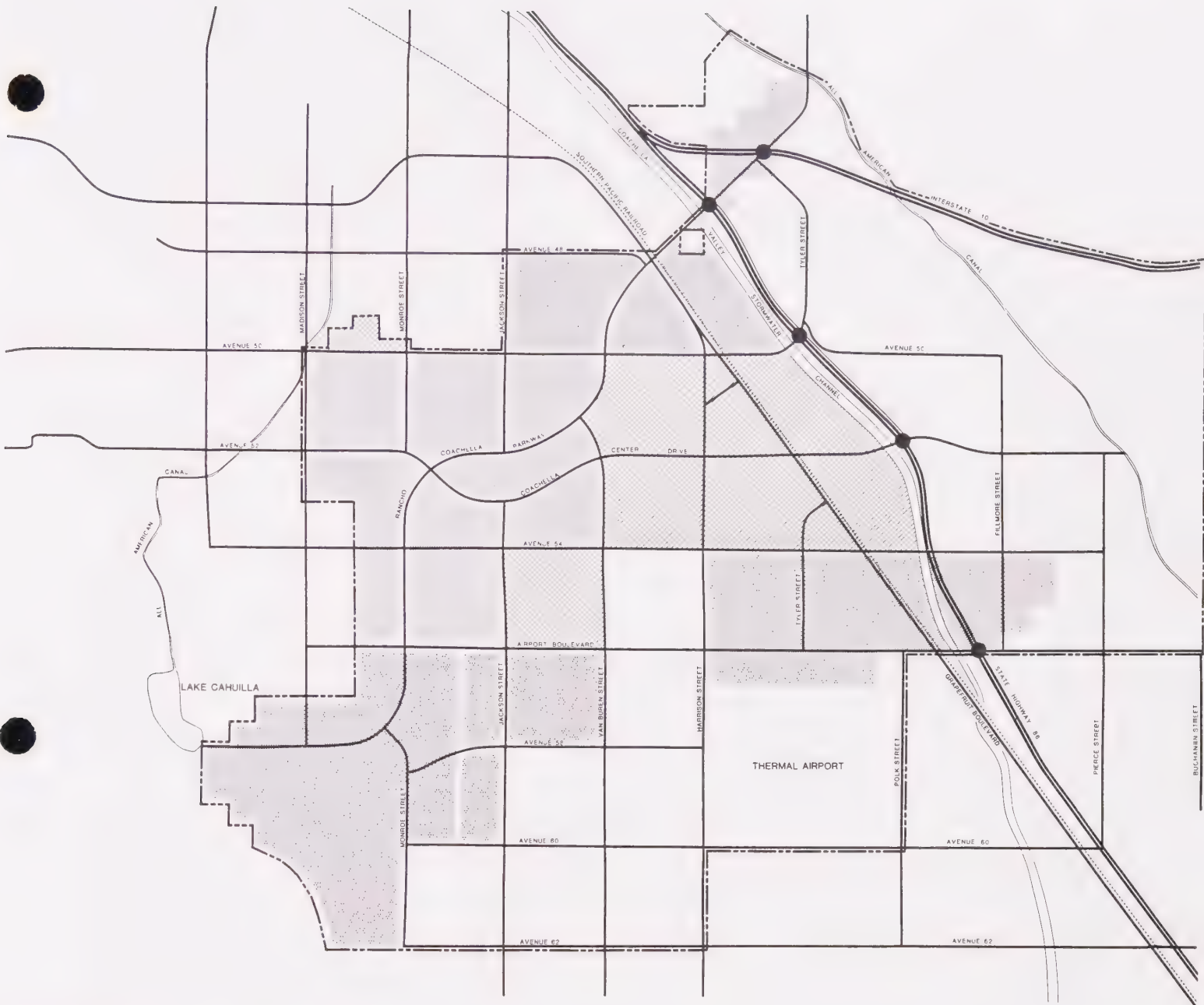
Areas designated as agriculture on the land use element map will be preserved for agricultural uses as long as such use is economically feasible.










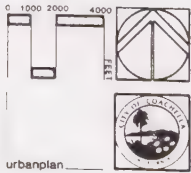




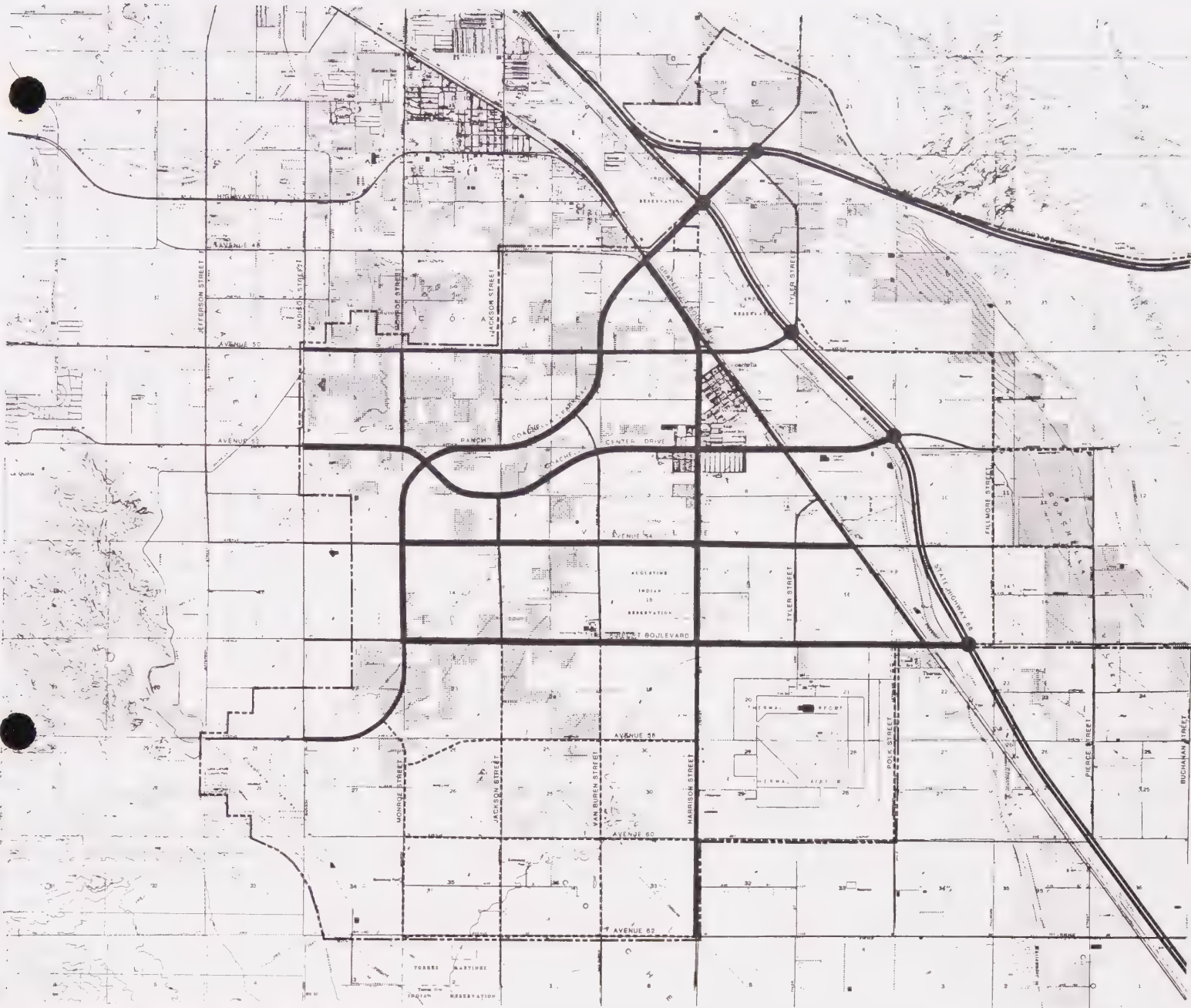
# SPECIFIC PLAN AREAS

## LEGEND

-  PLANNING AREAS SUBJECT TO SPECIFIC PLANS
-  DEVELOPMENT SUBJECT TO CONVENTIONAL ZONING
-  PROPERTY DESIGNATED AGRICULTURE














# CIRCULATION ELEMENT

## LEGEND

### CIRCULATION CLASSIFICATION

-  FREEWAY
-  MAJOR ARTERIAL
-  PRIMARY ARTERIAL
-  SECONDARY ARTERIAL
-  COLLECTOR
-  EXISTING STREETS (NOT DESIGNATED)
-  INTERCHANGE

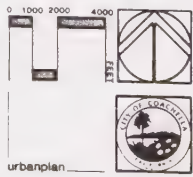


EXHIBIT 5





STATISTICAL  
ANALYSIS

Sector	Rural Residential Designation				Suburban Residential Designation			Urban Residential Designation			Resort Residential Designation			General Commercial	Public/Quasi-Public	General Industrial	Light Industrial	Agricultural	Airport	Arterials	Total Acres
	Total Acres	Acres	Low Units	High Units	Acres	Low Units	High Units	Acres	Low Units	High Units	Acres	Low Units	High Units								
1	129.7	122.6	25	184		0	0		0	0		0	0								
2	640.0	611.2	122	917		0	0		0	0		0	0							7.1	129.7
3	669.9		0	0	640.6	961	1922		0	0		0	0							28.8	640.0
4	500.2		0	0	474.8	712	1424		0	0		0	0							29.3	669.9
5	762.2	305.6	61	458	423.6	635	1271		0	0		0	0							25.4	500.2
6	402.9		0	0	314.0	471	942		0	0		0	0							33.0	762.2
7	90.0		0	0		0	0		0	0		0	0	65.9						23.0	402.9
8	824.9		0	0	171.2	257	514		0	0		0	0	85.9						4.1	90.0
9	289.1		0	0		0	0		0	0		0	0	52.8			26.4	568.4		6.1	824.9
10	438.7		0	0	261.6	392	785		0	0		0	0	16.9				266.1		6.1	289.1
11	3089.5		0	0		0	0		0	0		0	0			0.0	167.5			9.6	438.7
12	728.9		0	0	393.3	590	1180	282.1	846	1693		0	0	48.6				2990.5		50.4	3089.5
13	357.0		0	0		0	0	244.5	734	1467		0	0	23.5						30.0	728.9
14	485.4		0	0	261.6	392	785	103.8	311	623		0	0	79.9						32.6	357.0
15	437.4		0	0		0	0	80.0	240	480		0	0	40.0	289.0		110.2			9.8	485.4
16	381.6		0	0	362.2	543	1087		0	0		0	0							28.4	437.4
17	438.4		0	0	413.8	621	1241		0	0		0	0							19.4	381.6
18	640.0		0	0	459.7	690	1379	143.9	432	863		0	0	7.6						24.6	438.4
19-A	651.7		0	0	293.3	440	880	316.5	950	1899		0	0	12.4						28.8	640.0
19-B	116.7		0	0		0	0		0	0		0	0							29.5	651.7
20	473.3		0	0		0	0		0	0		0	0				103.8			12.9	116.7
21	544.3		0	0		0	0		0	0		0	0			463.7				9.6	473.3
22	1106.7		0	0	419.1	629	1257		0	0	640.0	1280	2560					525.5		18.8	544.3
23	640.0	305.6	61	458	305.6	458	917		0	0		0	0							47.6	1106.7
24	640.0	611.2	122	917		0	0		0	0		0	0							28.8	640.0
25	640.0		0	0		0	0		0	0		0	0							28.8	640.0
26	640.0		0	0		0	0		0	0		0	0				611.2			28.8	640.0
27	452.2		0	0		0	0		0	0		0	0	15.0			596.2			28.8	640.0
28-A	107.9		0	0		0	0		0	0		0	0	15.0			416.9			28.8	640.0
28-B	60.2		0	0		0	0		0	0		0	0			103.0				20.3	452.2
29	309.0		0	0		0	0		0	0		0	0				59.5			4.9	107.9
30	751.4	307.0	61	460		0	0		0	0	410.0	820	1640				295.7			0.7	60.2
31	640.0	611.2	122	917		0	0		0	0		0	0							13.3	309.0
32	640.0		0	0		0	0		0	0		0	0							34.4	751.4
33	2618.0		0	0		0	0		0	0		0	0				611.2			28.8	640.0
34	1797.8		0	0		0	0		0	0		0	0	29.0			336.8	2194.2		28.8	640.0
35	582.6	303.6	61	455		0	0		0	0	1743.0	3486	6972	25.0						58.0	2618.0
36	640.0		0	0		0	0		0	0	252.4	505	1010							29.8	1797.8
37	640.0		0	0		0	0		0	0		0	0							26.6	582.6
38	640.0		0	0		0	0		0	0		0	0				611.2			28.8	640.0
39	640.0		0	0		0	0		0	0		0	0				611.2			28.8	640.0
40	640.0		0	0		0	0		0	0		0	0				611.2			28.8	640.0
41	640.0		0	0		0	0		0	0		0	0				611.2			28.8	640.0
42	794.2		0	0		0	0		0	0		0	0			230.0				28.8	640.0
43	640.0		0	0		0	0		0	0		0	0							21.6	794.2
44	580.0		0	0		0	0		0	0		0	0				611.2			28.8	640.0
45	2512.2		0	0		0	0		0	0		0	0				565.6			14.4	580.0
Total	33084.0	3178.0	636	4767	5194.4	7792	15583	1170.8	3512	7025	3045.4	6091	12182	517.5	289.0	796.7	2113.0	13471.7	2194.2	11133	33084.0

TABLE 1





To reduce the costs of development, particularly public capital and operational costs, and discourage urban sprawl by encouraging the revitalization and rehabilitation of existing neighborhoods

The infill within existing City neighborhoods where vacant land and adequate public facilities exist shall be encouraged.

The downtown area will be the subject of an indepth study to revitalize this area.

The downtown area will be the recipient of the majority of the renewal programs to allow it to become a viable part of the economy.

### REGIONAL CONTEXT

The City of Coachella has operated in the past under a policy of balanced land use development. It is believed that it is in the best interests of the community to continue to strike a balance between residential, industrial, agricultural and recreational land uses. At the same time, the City provides a focal point for the large farming operations that exist in the southern Coachella Valley. The City is also located adjacent to the Southern Pacific railroad line that connects the southwestern United States with the Los Angeles metropolitan area and therefore is a strategic location for the development of industrial uses. This combination of factors gives Coachella a unique niche within a region of communities focused on tourism and resort development that should be perpetuated by establishing a separate identity for this community.

Much of the land surrounding Coachella, particularly to the south, is valuable agricultural land and as such occupies an important place in the overall fabric of the region. The City has always had a strong commitment to preserving agricultural uses as long as they remain economically viable. Unfortunately, the nature of municipal finance in the State of California is such that a city cannot maintain an effective range of services without a significant broadening of its revenue sources beyond that of the traditional property tax. This is especially true of communities that are desirous of providing a balanced inventory of housing opportunities for people of moderate means, as well as the high end of the housing market.



Therefore, it is important to the long range financial viability of the City that additional uses be developed within the city limits which tend to generate those other sources besides property taxes. Fortunately, the City is located in an area which is extremely desirous to people from all over the world from a resort standpoint. Already, many communities to the north of Coachella have developed significant revenue bases around the tourist/recreational/commercial industry. In order for Coachella to continue to be able to play the very important role it currently has in the overall socio-economic balance of the area, the City must have an opportunity to include areas attractive to resort development within its planning area.

A broad overview of the development patterns that have existed in the Coachella Valley over the past several decades indicates that there is a tendency to locate much of this resort development within close proximity to the base of the Santa Rosa Mountains. If a line is inscribed on a map representing the base of those mountains, approximately 75% of the development in the north and central portions of the Coachella Valley takes place within one mile of that line, and in excess of 90% of the development takes place within two miles of that line (see Figure 1). As the mountains and the adjacent valley proceed to the southeast, the distance between the cities of Indio and Coachella and this area that has historically been favored for resort development becomes greater than it is in other cities in the area.

## OBJECTIVES

The purpose of the land use element is to provide a framework within which the utilization and preservation of land can be brought about in an organized manner. This particular area of the general plan continues to be the principal focus of public concern relative to planning and consequently the focal point for the majority of public policies generated by the general plan process.

The land use element of the General Plan is a long-range guide to the development and use of all of the lands within the Planning Area. As such, it is intended to set forth the goals, policies and standards that will guide the location, density and distribution of the various land uses that will ultimately make up the community.

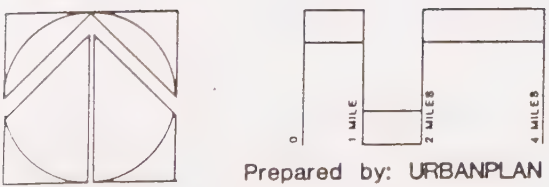
There is no attempt made within this element to predict the actual timing of the development that the plan depicts. Instead, the entire planning area





DEVELOPMENT  
PATTERNS

FIGURE 1



Prepared by: URBANPLAN





of interest has been examined and appropriate characteristics assigned to each logical portion of that area. Additionally, there are contained within the plan, policies that will tend to direct development to those areas of the plan that are most appropriate at any particular point in time without imposing inappropriate constraints on the market place.

While representing the "ultimate" land use configuration for the Planning Area, the Land Use Plan includes the following characteristics:

- Agricultural uses northwest of the Thermal Airport and south of Avenue 54 in order to preserve the long range viability of the airport for general aviation uses and possibly in the future for commercial use.
- A major industrial complex between the center of town and the airport along the existing intercontinental railroad line in order to take advantage of the existence of a wide range of transportation opportunities.
- The connection of the potential resort communities along the mountains to Interstate 10 by a limited access expressway.
- A large open space node of activity in the central portion of the Planning Area along the limited access expressway.
- A concentration of high intensity commercial and residential uses in close proximity to the existing center of the city.

The entire Planning Area is divided into a number of statistical areas that tend to have homogeneous land use designations. The main objective of the policies related to the Land Use Plan is to maintain a compact urban form for as long as possible in order to minimize the incremental costs of providing the necessary infrastructure while preserving open space and promoting a sense of unity among the existing residents.

The Land Use Plan and the Statistical Area Map represent the most "desirable" pattern for the ultimate development of the Planning Area as can be determined at this time. As new information becomes available, or economic or demographic circumstances change, the Land Use Plan may need to be amended. Thus, the Land Use Plan is not a final "picture" of the future City of Coachella; it is an expression of what is desired for the future based on today's knowledge and circumstances, and as such, is part of a continuous planning process that will require continued research leading to review and revision of the Plan itself.



TABLE # A2

## EXISTING NOISE CONTOUR LOCATIONS FOR ROADS

	AVERAGE										BARRIER		DISTANCE TO CNEL CONTOURS		
	DAILY			VEHICLE SPEED (mph)							NOISE	CNEL AT	(in feet from centerline)		
ROADWAY	TRAFFIC	HARD	SOFT	25	30	35	40	45	50	55	REDUCTION (dB)	100 ft	60 CNEL	65 CNEL	70 CNEL
Dillon Road:															
• South of Hwy 86	3,400		1						1			58.65	81	38	18
Avenue 50:															
• Madison to Van Buren	2,900		1						1			57.96	73	34	16
• Van Buren to Tyler	4,070		1			1						55.63	51	24	11
Avenue 52:															
• West of Jackson	1,860		1						1			56.03	54	25	12
• East of Jackson	2,420		1			1						53.37	36	17	8
Avenue 54:			1						1						
• West of Van Buren	340		1						1			48.65	18	8	4
• East of Van Buren	550		1						1			50.74	24	11	5
Airport Boulevard:															
• West of Van Buren	1,970		1						1			56.28	57	26	12
• East of Van Buren	2,390		1						1			57.12	64	30	14
Avenue 58:	220		1						1			46.76	13	6	3
Avenue 60:															
• West of Harrison	280		1						1			47.81	15	7	3
• Harrison to Polk	230		1						1			46.96	14	6	3
• East of Polk	270		1						1			47.65	15	7	3
Monroe:															
• South of Avenue 50	1,790		1						1			55.87	53	25	11
• North of Avenue 50	5,740		1						1			60.93	115	54	25
• South of Airport Blvd.	1,000		1						1			53.34	36	17	8
Jackson:															
• North of Avenue 54	4,790		1						1			60.14	102	47	22
• Avenue 52 to Avenue 50	2,870		1						1			57.92	73	34	16
• Avenue 58 to Avenue 52	1,000		1						1			53.34	36	17	8
• Avenue 60 to Avenue 58	1,120		1						1			53.83	39	18	8
• South of Avenue 60	1,000		1						1			53.34	36	17	8
Van Buren:															
• North of Avenue 52	1,220		1			1						50.39	23	11	5
• Avenue 54 to Avenue 52	1,320		1			1						50.74	24	11	5
• South of Avenue 54	480		1						1			50.15	22	10	5
Harrison:															
• Avenue 60 to Avenue 62	4,700		1						1			60.06	101	47	22
• Avenue 60 to Airport Blvd.	5,400		1						1			60.66	111	51	24
• Airport Blvd to Avenue 54	6,300		1						1			61.33	123	57	26
• Avenue 54 to Avenue 52	8,200		1			1						58.67	82	38	18
• Avenue to 52 to Tyler	10,400		1			1						59.70	96	44	21
• North of Tyler	11,300		1			1						60.06	101	47	22
Grapefruit Boulevard:															
• Dillon to Avenue 50	20,500		1			1						62.65	150	70	32
• Avenue 50 to Tyler	8,500		1			1						58.82	83	39	18
• Tyler to Avenue 52	9,500		1			1						59.31	90	42	19
• Avenue 52 to Airport Blvd.	9,000		1						1			62.88	156	72	34
• South of Airport Blvd.	7,400		1						1			62.03	137	63	29
Tyler North of Airport Blvd.	620		1						1			51.26	26	12	6
Polk Street:															
• South of Avenue 60	400		1						1			49.36	20	9	4
• North of Avenue 60	940		1						1			53.07	35	16	7
Interstate 10	19,200		1							1		75.83	1,136	527	245





TABLE # AS

## FUTURE NOISE CONTOUR LOCATIONS FOR ROADS

ROADWAY	AVERAGE DAILY TRAFFIC	VEHICLE SPEED (mph)										BARRIER NOISE REDUCTION (dB)	CNEL AT 100 ft	DISTANCE TO CNEL CONTOURS (in feet from centerline)		
		HARD SOFT	25	30	35	40	45	50	55					60 CNEL	65 CNEL	70 CNEL
Dillon Road:																
• South of Hwy 86	42,000	1						1					69.57	435	202	94
• North of Hwy 86	25,800	1						1					67.45	314	146	68
Avenue 50:																
• Madison to Dillon	23,800	1						1					67.10	298	138	64
• Dillon to Tyler	39,300	1			1								65.47	232	108	50
Avenue 52:																
• Madison to Monroe	28,200	1			1								64.03	186	86	40
• Monroe to Dillon	38,200	1			1								65.35	227	106	49
• Dillon to Jackson	38,300	1			1								65.36	228	106	49
• Jackson to Van Buren	31,500	1			1								64.51	200	93	43
• Van Buren to Harrison	39,900	1			1								65.54	234	109	50
• Harrison to Grapefruit	18,900	1						1					66.10	255	118	55
• Grapefruit to Hwy 86	21,700	1						1					66.70	280	130	60
Avenue 54:																
• Madison to Rancho Coachella	25,400	1						1					67.39	311	144	67
• Rancho Coachella to Van Buren	29,600	1						1					68.05	344	160	74
• Van Buren to Harrison	34,700	1						1					68.74	383	178	82
• Harrison to Hwy 86	36,000	1						1					68.90	392	182	84
Airport Boulevard:																
• Madison to Jackson	14,700	1						1					65.01	216	100	47
• Jackson to Harrison	38,600	1						1					69.20	411	191	89
• Harrison to Tyler	50,800	1						1					70.41	494	229	106
• Tyler to Grapefruit	29,200	1						1					67.99	341	158	73
• East of Grapefruit	29,500	1						1					68.04	343	159	74
Avenue 58:	8,900	1						1					62.83	154	72	33
Avenue 60:	3,900	1						1					59.25	89	41	19
Monroe North of Coachella Dr	26,700	1						1					67.60	321	149	69
Rancho Coachella Parkway:																
• South of Airport Blvd.	27,800	1						1					67.78	330	153	71
• Airport Blvd. to Avenue 54	29,200	1						1					67.99	341	158	73
• Avenue 54 to Coachella Center	35,400	1			1								65.02	216	100	47
• Coachella Center to Jackson	31,500	1			1								64.51	200	93	43
• Jackson to Van Buren	28,000	1			1								64.00	185	86	40
• Van Buren to Avenue 50	40,700	1			1								65.63	237	110	51
• Avenue 50 to Grapefruit	27,800	1			1								63.97	184	85	40
Jackson:																
• South of Avenue 54	18,300	1						1					65.96	250	116	54
• Avenue 54 to Coachella Center	28,000	1						1					67.81	332	154	71
• North of Coachella Parkway	12,800	1						1					64.41	197	91	42
Van Buren:																
• South of Avenue 54	12,900	1						1					64.44	198	92	43
• Avenue 54 to Coachella Center	16,100	1						1					65.41	229	106	49
• Coachella Center to Rancho	18,100	1						1					65.92	248	115	53
Harrison:																
• South of Airport Boulevard	25,500	1						1					67.40	312	145	67
• Airport Blvd to Avenue 54	25,400	1						1					67.39	311	144	67
• Avenue 54 to Coachella Center	42,300	1			1								65.79	243	113	52
• Coachella Center to Tyler	51,700	1			1								66.67	278	129	60
• Tyler to Avenue 50	39,900	1			1								65.54	234	109	50
Grapefruit Boulevard:																
• Dillon to Avenue 50	50,700	1			1								66.58	275	127	59
• Avenue 50 to Tyler	18,600	1			1								62.23	141	65	30
• Tyler to Coachella Center	19,800	1			1								62.50	147	68	32
• South of Coachella Center	23,900	1						1					67.12	298	139	64
Tyler North of Avenue 50	25,100	1						1					67.34	308	143	66
Future Highway 86	20,000	1							1				76.01	1,167	542	251
Interstate 10	20,500	1							1				76.12	1,187	551	256





## LAND USE CLASSIFICATION

### Overview

In order to provide guidance in determining which land uses would be permitted within a particular land use category, this section provides examples and guidelines for each of those categories.

The inclusion of a use in a category does not necessarily mean that the indicated use is permitted in all areas where that category is indicated on the land use map. Nor are the uses which would be permitted in a particular area limited to those uses listed in that category. The City Council may determine that other, similar uses will be permitted in a particular area if the General Plan requirements and factors listed below are satisfied.

This information is intended to serve as a guideline only. Each proposed use will be evaluated during the Specific Plan process for its appropriateness in a particular location considering factors such as, but not limited to, the following:

1. Compatibility with other adjacent uses.
2. Adequateness of surrounding circulation system.
3. Appropriateness of urban design characteristics.
4. Availability of public services including sewer, water and schools.
5. Sensitivity to local environmental factors.

Agriculture is a permitted land use on a temporary basis in all land use categories shown on the Plan. Parcels which have not been assigned a particular designation on the Land Use Plan qualify for any of the following uses.

1. Agriculture
2. General Open Space
3. Extensions of adjacent uses as is deemed appropriate by the City Council after precise planning consideration within the context of the Specific Planning process.



## Land Use Categories

The following is a description of the various land use categories that are represented on the Land Use Plan:

### **Rural Residential** (1.2-1.5 dwelling units/overall gross acre)

#### General Definition

Low intensity residential areas primarily estate and low density single family dwellings as well as related uses.

#### Residential Uses Allowed

Very Low Density (0.1-2.0 du/ac) maximum 100% of total number of residential units in planning area

Low Density (2.0-3.5 du/ac) maximum 80% of total number of residential units in planning area

#### Other Uses Allowed

Neighborhood commercial centers

Both public and private local parks as well as community parks

Public schools

Community service and maintenance facilities

Commercial recreation facilities related to a particular community theme or character, i.e. horse stable, golf course, etc.

Agriculture as a temporary use

### **Suburban Residential** (1.5-3.0 dwelling units/overall gross acre)

#### General Definition

A mixture of low to medium intensity residential dwellings as well as related uses.

#### Residential Uses Allowed

Very Low Density (0-2 du/ac) maximum of 25% of total number of residential units in planning area

Low Density (2-3.5 du/ac) maximum of 100% of total number of residential units in planning area

Medium Low Density (3.5-5.5 du/ac) maximum of 80% of total number of residential units in planning area

Medium High Density (5.5-10 du/ac) maximum of 40% of total number of residential units in planning area



High Density (10-20 du/ac) maximum of 10% of total number of residential units in planning area

Other Uses Allowed

Neighborhood commercial centers

Both public and private local parks as well as community parks

Public schools

Community service and maintenance facilities

Commercial recreation facilities related to a particular community theme or character, i.e. horse stable, golf course, etc.

Agriculture as a temporary use

**Urban Residential** (3.0-6.0 dwelling units/gross acre)

General Definition

A mixture of medium low, medium high and high density residential uses combined to establish the highest intensity residential communities proposed within the Land Use Plan

Residential Uses Allowed

Medium Low Density (3.5-5.5 du/ac) maximum of 75% of total number of residential units in planning area

Medium High Density (5.5-10 du/ac) maximum of 75% of total number of residential units in planning area

High Density (10-20 du/ac) maximum 25% of total number of residential units in planning area

Other Uses Allowed

Neighborhood commercial centers

General commercial centers

Both public and private local parks as well as community parks

Public schools

Public and quasi-public administrative centers

Community service and maintenance facilities

Agriculture as a temporary use

**Resort Residential** (4 dwelling units/gross acre)

General Definition

A variety of uses oriented to both the tourist-visitor and second or vacation homeowner





#### Residential Uses Allowed

Medium Low Density (3.3-5.5 du/ac) maximum of 100% of the total number of residential units in planning area

Medium High Density (5.5-10 du/ac) maximum of 100% of the total number of residential units in planning area

High Density (10-20 du/ac) maximum of 10% of the total number of residential units in planning area

#### Other Uses Allowed

Neighborhood commercial centers

General commercial centers

Both public and private local parks as well as community parks

Public schools

Public and quasi-public administrative centers

Community service and maintenance facilities

Resort hotel complexes

Agriculture as a temporary use

### **General Commercial**

#### General Definition

Retail and wholesale commercial centers intended to serve the overall community including commercial services for persons travelling through the city.

#### Uses Allowed

Neighborhood commercial

General commercial

Regional commercial

Highway commercial

Tourist commercial

Specialty commercial

### **Public/Quasi-Public**

#### General Definition

Public services and recreational activities that are intended to provide a major city activity center at the juncture of the major north-south and east-west arterials.

#### Uses Allowed

Governmental facilities

Cultural facilities



Recreational activities

Parks

Cemeteries

Commercial use to serve employees within activity center

## **General Industry**

### General Definition

Intense industrial uses that have a tendency to impact the property around them, but are required if the community is to have a diverse economic base

### Uses Allowed

Heavy industry

Light industry warehousing

Supporting activities directly related to these uses

## **Light Industry**

### General Definition

Light industrial and industrial service uses which have minimum environmental impacts such as noise and smoke odors as well as office and service support uses for these industrial functions.

### Uses Allowed

Light manufacturing

Warehousing

Office commercial

Service commercial

## **Agricultural**

### General Definition

Specific agricultural uses as well as those normally related to the primary agricultural function, or those which are compatible with adjacent agricultural uses.

## IMPLEMENTATION

Since the intent of the General Plan is to provide a framework for development without specifying the exact nature of it, the land use categories are very flexible. However, the one characteristic of each



# **GENERAL PLAN LAND USE CONSISTENCY CHART**

General Plan Category	Residential Density	Zoning Designation
R - RURAL	Very Low (.1-2 du/ac)	R-E Residential Estate
	Low (2-3.5 du/ac)	R-S Single Family
		C-N Neighborhood Commercial
		A-T Agricultural Transition
S - SUBURBAN	Very Low (.1-2 du/ac)	R-E Residential Estate
	Low (2-3.5 du/ac)	R-S Single Family
	Med Low (3.5-5.5 du/ac)	R-M.H. Mobile Home
	Med High (5.5-10 du/ac)	R-M Multiple Family
	High (10-20 du/ac)	C-N Neighborhood Commercial
		A-T Agricultural Transition
U - URBAN	Med Low (3.5-5.5 du/ac)	R-S Single Family
	Med High (5.5-10 du/ac)	R-M.H. Mobile Home
	High (10-20 du/ac)	R-M Multiple Family
		C-N Neighborhood Commercial
		C-T Tourist Commercial
		A-T Agricultural Transition
RES - RESORT	Med High (5.5-10 du/ac)	C-T Tourist Commercial
	High (10-20 du/ac)	R-S Single Family
		R-M Multiple Family
		A-T Agricultural Transition

TABLE 2





# **GENERAL PLAN LAND USE CONSISTENCY CHART**

General Plan Category	Residential Density	Zoning Designation
C- GEN COMMERCIAL	N/A	C-G General Commercial
		C-T Tourist Commercial
		A-T Agicultural Transition
P - PUBLIC	N/A	C-G General Comercial
		A-T Agricultural Transition
		Public Services/Recreation
I - GEN INDUSTRIAL	N/A	M-S Manufacturing Service
		M-H Heavy Industrial
		C-G Gen Commercial (limited)
		A-T Agricultural Transition
LI - LT INDUSTRIAL	N/A	M-S Manufacturing Service
		C-G Gen Commercial (limited)
		A-T Agricultural Transition
A - AGRICULTURE	N/A	A-T Agricultural Transition
		A-R Agricultural Reserve
AP - AIRPORT	N/A	Airport

TABLE 2



category that must remain constant is the total number of units allowed within each statistical area. This number is derived by multiplying the gross density allowed by the category times the gross acres of the particular category designated for the statistical area. Once this number of units is determined, its distribution among the allowable residential uses is limited only by those uses and their maximum percentages as noted above.

The maximum percentages for each allowable residential use within each category serve to encourage a certain character for the category while allowing varying amounts of flexibility as to the ultimate land use configuration of the area. Since the total number of units is fixed, the use of the higher allowable densities will generate more open space within the area also.

Should it become necessary to adjust the character of any one statistical area, there are three options all of which involve amending the General Plan. The first option would be to change the maximum percentages of the various land uses with the area which would have the least disruptive impact on the overall plan. The second option would be to change the land use designation for the area to a higher or lower intensity, i.e. Suburban to Urban, Rural to Agriculture, etc., which would affect that area and those in its immediate vicinity. The third option would be to change the gross density of the base land use designation of the area which would have the greatest impact on the overall plan by increasing the intensity of that designation throughout the planning area.

### SPECIFIC PLANS

In order to provide for a meaningful bridge between the non-specific nature of the General Plan and the very precise nature of the City's Zoning Code, a Specific Plan will be prepared for each planning sector outside of the built-up area of the community prior to that area being committed to development. This specific planning process will allocate the number of units provided for in the General Plan to various zoning classifications that are consistent with the General Plan designation of land uses. Thus, the zoning within any planning area will be reflective of the market forces prevalent at the time of development without distorting the integrity of the General Plan. Through this process, the City will be able to control the precise arrangement of land uses throughout the community without sacrificing the effectiveness of the General Plan as a long range planning tool.



The City should create procedures for creating and reviewing Specific Plans that is consistent with current law as soon as possible. While these procedures should be as comprehensive as possible, concurrent processing of compatible entitlements should be permitted where appropriate.

#### Specific Plan Implementation

The Government Code describes the required elements of any Specific Plan and notes that the Specific Plan shall contain detailed regulations, conditions, programs, and "proposed" legislation (zoning) to implement the General Plan and Specific Plan. A Specific Plan will include at least the following items:

1. Locations of various land uses
2. Regulations of height, bulk, and setbacks
3. Locations of streets and standards for the streets
4. Standards for population and density
5. Standards for conservation, development, and utilization of natural resources
6. An action program for the implementation of the Open Space and Conservation Element of the General Plan
7. Other measures as necessary to insure the execution of the General Plan

Exhibit 4 identifies those Planning Areas which are subject to the Specific Plan process. The City should require that as much of each area as possible be included in the original plan for that area, with excluded portions of an area added in by amendment as soon as possible. In the areas that are designated for Specific Plans, planning will not be allowed until a plan is adopted for a contiguous area, or the area is contiguous to an area where a Specific Plan is not required. In this way, the premature planning and potential development of an area will be discouraged.

Within the area that is designated "Development Subject to Conventional Zoning", the development pattern is already established and the majority of the infrastructure required for development is either in place or at least identified. Therefore, it is not recommended that the Specific Plan process be used in this location but the traditional approach of zoning by parcel be used to expedite development.





### Specific Plan Review

The applicant shall submit Specific Plan Regulations consistent with the Government Code so as to indicate those principles, design standards and criteria necessary to define the overall intensity and character of the development concept, and containing the following information:

- A. Descriptions of the overall intensity of the project, including:
  - 1. The project's relationship to the City's General Plan and surrounding (existing and proposed) developments.
  - 2. Transitional techniques between diverse land uses (buffering and connections).
  - 3. Conceptual vehicular and pedestrian circulation systems.
  - 4. Spatial relationships between land uses.
  - 5. Boundaries of phases for the entire planning area including estimates of time necessary to complete each phase.
- B. Comprehensive Planning Regulations, defining the overall project character through the following elements:
  - 1. Standards for building height, bulk setbacks, and open space requirements for each type of use proposed.
  - 2. Types, densities, and conceptual arrangements of the proposed land uses.
  - 3. Landscape concepts for major elements
  - 4. Signing concepts
  - 5. Parking concepts for individual developments
  - 6. Proposed streetscape for major arterials (landscape, lighting concepts, and street furniture).
- C. An Infrastructure Analysis which identifies the provisions of adequate services by defining the following:
  - 1. Proposed engineering infrastructure phasing plans.
  - 2. Provision of adequate security and fire protection.
  - 3. Plans to accomodate public transportation.
  - 4. Estimates of student generation factors where applicable.
  - 5. Estimate of utility generation factors.

### Site Plan Review

Based on the design criteria defined in the Specific Plan Regulations, the applicant shall submit plans for Site Plan Review for any given development within the boundaries of the Specific Plan Area either individually or in



combination that shall be drawn to scale and shall indicate the following information.

A. Commercial, Industrial, and Institutional Development

1. Lot or site dimensions
2. All buildings and structures to include proposed use, location, size and height
3. Architectural guidelines for individual buildings
4. Special acoustic standards for buffering noise between mixed land uses
5. Yards and distance between buildings
6. Perimeter walls and fences to include location, height and materials
7. Off-street parking to include location, number of spaces (regular and compact); program relating specific land uses to parking demand and shared parking potential; and dimensions of parking areas and internal circulation pattern
8. Pedestrian, bicycle, vehicular, and service circulation including points of ingress and egress for the site
9. Loading areas to include dimensions, number of spaces, internal circulation
10. The location and general nature of lighting fixtures
11. The location and general nature of landscaping elements including streetscape plans, major pedestrian spaces, etc.
12. Street dedications and improvements
13. Signing program indicating the design, size, location, and method of illumination for signs
14. Provisions for security and fire protection

B. Residential Development

1. Lot or site dimensions
2. Prototypical lot siting for various housing types
3. Yards and distances between buildings
4. Perimeter walls and fences to include location, height and materials
5. Pedestrian, bicycle, vehicular and service circulation including points of ingress and egress for the site
6. The location and general nature of lighting fixtures
7. The location and general nature of landscaping elements including streetscape plans
8. The location, size and general design of recreation and open space areas proposed to meet the local park requirements



9. Signing program indicating the design, size, location and method of illumination for signs
10. Provisions for security and fire protection
11. Noise attenuation plans for units placed near arterials





CIRCULATION



## CIRCULATION ELEMENT

### GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

To provide a well-designed circulation system including bikeways, riding trails, pedestrian ways, etc. to serve the needs of the community.

The siting of future development shall carefully consider locations that can most readily accommodate and support alternative modes of transit other than the automobile.

Employment centers will be created which consist of a series of small industrial park complexes within which office and related commercial activities are also allowed.

Village open space and recreational systems, schools and community facilities will be connected by bikeways and pedestrian paths that are organized for the maximum convenience of village residents.

District level commercial centers will be located on the arterial road system to provide convenient service to residents of the City and from within the district.

Non-residential village activities such as neighborhood centers, parks/open space, community facilities and recreational centers will be organized within each residential village to provide convenience for the residents.

The circulation system shall be developed so that traffic needs generated by present and anticipated growth will be adequately served and such systems shall also be aesthetically pleasing.

Cooperative transportation programs will be encouraged to aid the underemployed and the unemployed in reaching inaccessible employment centers outside the City.

Special cooperative efforts with the appropriate governments will be made to study and improve the transportation problems facing the young, old, handicapped and low income population.



City and district level centers of commerce and employment will be efficiently joined and linked by appropriate levels of circulation.

The City shall reserve adequate space in appropriate locations for the movement of persons and objects in a transportation and utilities system adequate to serve the proposed land use pattern.

Standards defining the necessary right-of-way to accommodate future traffic demands will be developed.

New developments will be required to dedicate the necessary land to provide for the construction of the ultimate roadway system.

## INTRODUCTION

The Circulation Element describes the general location and extent of the existing and future circulation system required to satisfy travel demand based upon and correlated with existing and anticipated land uses.

## EXISTING CONDITIONS

The City of Coachella arterial street circulation system has developed primarily as section line roadways at one mile spacing in each direction which is typical of agricultural areas. This rectangular road system has been modified by the Southern Pacific Railroad tracks that extend diagonally through the city in a southeast to northwest direction. The majority of the existing arterial roadways have two lanes without curbs and gutters. Some arterial roadways, particularly near the Central Business District (CBD), have been fully developed with curbs and gutters. Harrison Street (Highway 86) is a four-lane highway with two lanes in each direction and a two-way turn lane in the center near the CBD.

There are currently six signalized intersections in the City with five on Grapefruit Street at Dillon Road, Highway 111, Rancho El Dorado Parkway, Fourth Street and Coachella Center Drive. The remaining signal is on Highway 111 at Coachella Center Drive.

There is one existing freeway that passes through the City and another that terminates in the City. The Interstate 10 Freeway, which passes through the City in an east-west direction has an interchange at Dillon Road. The





## TRIP GENERATION RATES

<u>LAND USE</u>	<u>DESCRIPTOR</u>	<u>DAILY TRIP ENDS</u>
RESIDENTIAL		
Rural (0.2 - 1.5 du/ac)	Dwelling Unit	8
Suburban (1.5 - 3.0 du/ac)	Dwelling Unit	8
Urban (3.0 - 6.0 du/ac)	Dwelling Unit	7
Resort (2.0 - 4.0 du/ac)	Dwelling Unit	7
GENERAL COMMERCIAL	Acre	500
GENERAL INDUSTRIAL	Acre	38.9
LIGHT INDUSTRIAL	Acre	52.4
AIRPORT		
General Aviation	Operation	2
Commercial Aviation	Commercial Passenger	1.5
PUBLIC/QUASI PUBLIC	Acre	6
AGRICULTURAL	Acre	Minimal

TABLE 3



State Route (SR) 86 Freeway branches off the Interstate 10 Freeway toward the southeast. The freeway currently terminates at Dillon Road with a partial interchange.

### FUTURE TRAFFIC DEMANDS

Future travel demands are directly related to future land use. When changes are made in the type and/or intensity of land use, there is a resultant change in travel demands. Similarly, any modification to the circulation system has an impact upon land use. This relationship between land use and circulation is the most important concept in the Circulation Element of a General Plan. The City decision makers should include this concept in any discussions of land use and/or circulation system modifications.

Future land use data were utilized to estimate trip generation upon complete buildout of the General Plan. This study area was divided into 41 zones and the daily trip generation estimated for each zone based upon the proposed land use. Trip generation estimates were based upon the rates listed in Table 3. When these rates are applied to the proposed land uses in the undeveloped areas of the City, a total of 535,300 daily trip ends are estimated. Of this total, 221,510 are residential based, 174,150 are commercial based and 131,640 are industrial based. Of the estimated 535,300 daily trips, 244,120 are expected to have origins or destinations outside the City of Coachella.

Estimated residential, commercial and industrial trips were assigned to the proposed circulation system. This assignment was based upon the relationships between local and regional land use patterns.

### PROPOSED CIRCULATION SYSTEM

The projected travel demands that will be generated by the land use plan provide a basis for developing a circulation system to serve the future needs. These volumes can be related to street classification systems which include various planning data. The recommended circulation system is described in this section.

Various methods of classifying circulation systems have been developed to assist in the planning and development of communities. The Riverside County Road Department has adopted road classifications which provide a basis for the proposed system. Table 4 lists the proposed classification system along with a general description of lane configuration and daily



## ROADWAY CLASSIFICATION CAPACITIES

CLASSIFICATION	LANE CONFIGURATION	DESIGN CAPACITY LOS C <sup>1</sup>	MAXIMUM CAPACITY LOS E <sup>2</sup>
Major Arterial	6 Lane Divided	50,000	60,000
Primary Arterial	4 Lane Divided	30,000	38,000
Secondary Arterial	4 Lane Divided	24,000	29,000
Collector	2 Lane Divided	12,000	18,000

<sup>1</sup> "Level of Service C" (LOS C) used for analysis and evaluation, defined as a stable flow condition in which volume and density restrict freedom to select speed, change lanes or pass. Values indicate Average Daily Traffic.

<sup>2</sup> "Level of Service E" (LOS E) this value reflects the absolute maximum volume under ideal conditions. This level of service is characterized by unstable flow, extremely high volumes and limited operating speed with intermittent vehicle queuing. Values indicate Average Daily Traffic.

TABLE 4





vehicle capacity data. These generally follow the Riverside County system with some modifications.

A circulation system based upon the projected travel demand and utilizing the referenced classification data is illustrated on Exhibit 5. There are some special concerns related to the proposed circulation system that are discussed in the following section.

In addition to the functional descriptions listed in Table 4, specific criteria for various street classifications have been developed and are summarized and illustrated in Table 5 and Figure 2 respectively. These criteria are recommended as design guidelines for the development of the city. Any deviation from these standards should be based upon a thorough analysis by a qualified traffic engineer and review and approval by City Staff. These criteria are intended to assist in the development of a functional and safe circulation system.

#### SPECIAL CONCERNS

There are several areas of concern in the development of the circulation system for the City of Coachella which should be considered. Some of these may require additional detailed studies while others are related to City development and operations policies. These special concerns are described in this section of the Circulation Element.

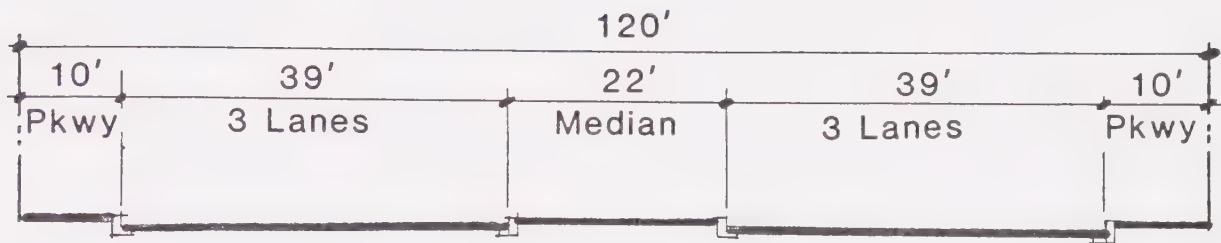
#### Railroad Crossings

State Highways 86 and 111, which are north-south oriented highways that pass through the city, will be replaced by a new Highway 86 Freeway that will be located easterly of SR111 which lies adjacent and parallel to the existing Southern Pacific Railroad tracks. A major portion of traffic travelling to and from the city is expected to utilize the interchanges that will be located on the new freeway at Dillon Road, Fourth Street, Avenue 52 and Airport Boulevard. This traffic will be required to utilize the at-grade crossings of the railroad to access the freeway.

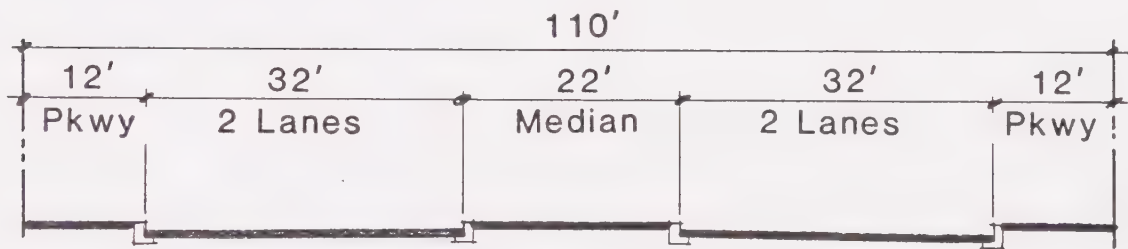
The at-grade crossing problem of the railroad tracks will become more critical as traffic volumes increase. City planning should be oriented toward grade separating as many of these crossings as possible from a safety as well as operational standpoint. The most critical crossing would be at Dillon Road which provides access to both the SR86 and Interstate 10 Freeways. This crossing has the highest projected daily volume at 41,000



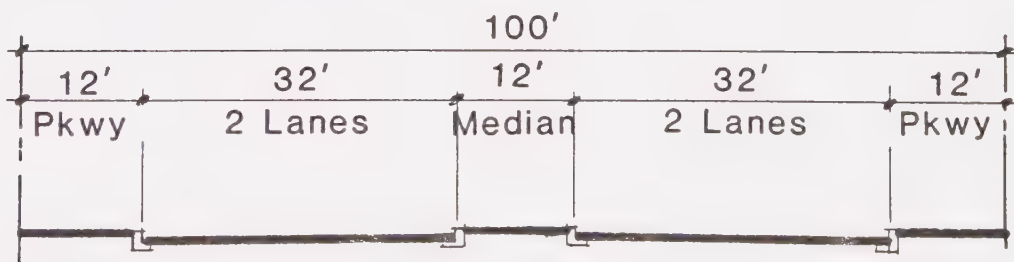
# TYPICAL STREET SECTIONS



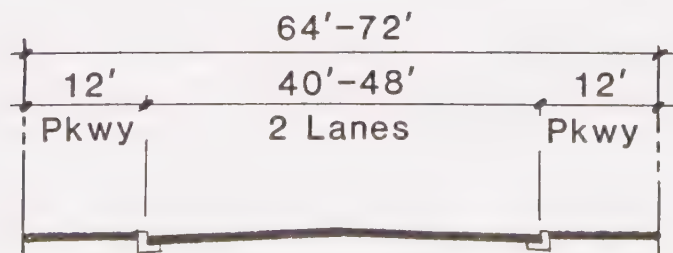
MAJOR ARTERIAL



PRIMARY ARTERIAL



SECONDARY ARTERIAL



COLLECTOR



vehicles per day. The next most critical crossing would be Airport Boulevard where the projected volume is 29,500 vehicles per day.

#### High Volume Locations

There are three locations on the proposed circulation system where the projected daily vehicle volumes exceed the theoretical capacity of LOS C of 50,000 vehicles per day for a Major Arterial Highway. These three street sections would operate between LOS D and E. Two of these locations are on Highway 86. One is southerly of Dillon Road and the other northerly of Avenue 52. The high volumes of both of these locations are caused primarily by traffic accessing the freeways on Dillon Road and 4th Street and by traffic to the commercial development in the area.

The third location is on Airport Boulevard easterly of Harrison Street. The high volumes at this location are caused by the airport and the adjacent industrial and commercial development.

Because of the general nature of the analysis, these volumes may never be realized. In addition, motorists will divert from high volume locations to other routes that may require a longer travel distance, but would be faster from a time standpoint because of less congestion. However, the potential for significant problems at these locations suggests that it would be prudent for the City to closely monitor traffic volumes at each of these three locations as the area develops.

#### Rancho Coachella Parkway

The proposed circulation system includes Rancho Coachella Parkway which is generally a southwest to northeast roadway that connects the Lake Cahuilla area to Dillon Road. Dillon Road provides access to the SR86 freeway and the I-10 Freeway. The purpose of the roadway is to provide a more direct route to the I-10 Freeway. Some motorists may find it faster to use Rancho Coachella Parkway to reach the freeway rather than some of the northerly routes through Indio. As Highway 111 congestion increases to the west, the use of Rancho Coachella Parkway and the I-10 Freeway may become an attractive alternate route for motorists who are destined for the Palm Springs Area. Regardless of the ultimate jurisdiction of the land adjacent to the parkway, the City should pursue a joint powers approach to the planning and development of this roadway with its neighboring communities.





### Thermal Airport

A preliminary layout plan has been prepared for the Riverside County Department of Aviation that estimates the ultimate size of the Thermal Airport. The report estimated that the airport would ultimately service approximately 1.275 million commercial passengers per year. It is estimated that the airport would also have approximately 180 general aviation operations per day. The airport had 56 operations per day in 1980. The projections of activity at the Thermal Airport are viewed by the Department of Aviation as very optimistic and may never be realized. However, the growth of the airport should be periodically monitored to determine if any circulation changes should be implemented in the airport area to accommodate any unusual growth in traffic volumes. The proposed circulation system would be able to accommodate the traffic expected to be generated by the airport based on these projections.

### Traffic Control Devices

The installation of all traffic control devices should be based upon established warrants and professional analyses. A study by the Institute of Transportation Studies of the University of California in 1983 entitled "Traffic Safety Evaluation, Enforcement and Engineering Analysis" provides information to provide guidance in this area. The timely installation of traffic control devices in conformance with standards provides a safe road system and reduces potential liability on the part of the City.

### Public Transportation

The Sunline Transit Agency, SunBus, currently provides bus service to the downtown Coachella area. As development of Coachella continues, consideration should be given to expansion of this service. A future loop between residential and commercial areas of Coachella should be considered. As a part of the development of the City, provisions for future bus service should be included. Items such as bus turnouts and bus shelters should be located with input from the transit agency. Increased use of bus transportation by residents of the City could result in reduced travel with the attendant benefits to energy consumption and air quality.



## SUMMARY OF RECOMMENDED MINIMUM STREET DESIGN STANDARDS

<u>DESCRIPTION OF DESIGN CRITERIA</u>	<u>MAJOR ARTERIALS</u>	<u>PRIMARY ARTERIALS</u>	<u>SECONDARY ARTERIALS</u>	<u>COLLECTOR STREETS</u>	<u>LOCAL STREETS</u>	<u>CUL-DE-SAC STREET</u>
Estimated 24-Hour Traffic Volume	36,000 50,000	24,000 30,000	16,000 24,000	500 12,000	500 Maximum	300 Maximum
Design Speed	70 MPH	60 MPH	50 MPH	35 MPH	25 MPH	25 MPH
Intersection Spacing	2640'	1320'	660'	300'	250'	---
Right-of-Way	120'	110'	100'	64'-72'	56'	56' Radius = 50'
Access to Adjoining Property	Intersection Only	Intersection Only	Avoid Where Possible	Avoid In Some Cases	OK	OK
Curb-to-Curb Width	100' 22' Median	86' 22' Median	76' 12' Median	40'-48' Radius = 40'	36'	36'
Stopping Sight Distance (Summit & Sag)	750'	600'	450'	250'	160'	160'
Minimum Horizontal Radius	1800'	1150'	850'	450'	200'	200'

TABLE 5



HOUSING



## HOUSING ELEMENT

### GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

To provide adequate housing in a satisfying living environment for all persons regardless of age, race, ethnic background, national origin, religion, family size, marital status, handicap or any other arbitrary factor.

Each new community shall provide real opportunities to all economic, racial or ethnic groups by considering housing for low and moderate as well as high income groups in the planning stages.

The City will institute a "below market rate" housing program

Objectives will be adopted which indicate the amount of housing needed to correct existing shortages and meet projected growth needs within the City.

The City will follow guidelines in the Conservation and Open Space Element and minimize housing construction in environmentally hazardous areas

At least 10% of all units in single family and multi-family units constructed will be required to be affordable to persons earning less than 120% of the median income group

Half of the "below market rate" units will be required to be made available to households earning less than 80% of the median income

The City shall make every effort to provide for variety in development design for all economic levels.

The City will provide for secondary housing units in residential zones.





The City shall provide incentives to developers to build a range of housing that is affordable to city residents

The City's permit process will be streamlined in order to minimize time and processing delays.

City ordinances and permit processing procedures will be examined to see if changes can be made to reduce housing costs to future City residents

The City shall ensure adequate sites for mobile homes and monitor the condition of the mobile home stock.

The City will continue to administer a mobile home ordinance and create mobile home zones

The City shall encourage middle and high income housing units to be built within the community.

The City will encourage higher income housing where appropriate through larger lot zoning and encouragement of large units.

To provide housing which is affordable to low and moderate income households

The City shall facilitate the provision of a decent house and satisfying environment for all its residents.

Handicapped access in new housing developments will be promoted and design modifications to existing structures facilitated.

Programs will be developed and implemented that ensure that a portion of new housing units are designed to be adaptable to meet the needs of physically disabled persons

Federal and State funding will be used to provide housing modifications for the handicapped

The City will adopt a home buyers ordinance that requires dwelling inspection prior to change of ownership.



The City will explore the adoption of additional ordinances and legislation to protect the rights of all persons in obtaining and retaining housing, including measures to ensure the disclosure of information at the places for rent to inform renters of rates and conditions of tenancy.

The City shall adopt and implement programs which provide reasonable protection for renters.

The City will augment and enforce Fair Housing Laws to protect against arbitrary housing discrimination

The City will actively promote equal housing opportunity.

The City shall take positive action to provide affordable housing through the allowance of innovative housing design.

The City will continue to administer its Granny Flat Ordinance that allows secondary housing units on one parcel

Design standards will allow for the construction of affordable housing for those developers who utilize other than conventional design concepts

The City will provide for variety in development through innovative design and development agreements.

Intergovernmental, public and private cooperation shall be encouraged to achieve an adequate supply of affordable housing.

Maximum use will be made of all available housing improvement programs including urban renewal and code enforcement in addition to the full range of federally assisted programs.



To maintain and conserve the existing housing supply in a safe and serviceable condition while eliminating housing deficiencies and preventing further deterioration

The City shall provide a process that assures the coordination of all jurisdictional levels of health and safety organizations in the field of crime reduction, fire and health safety

The City will continue to establish Neighborhood Watch Programs and will be instrumental in establishing programs that will ensure safe and sanitary living conditions in existing neighborhoods

The City shall promote self-help preventive maintenance of existing homes

The City will establish a tool loan program available to all members of the community and administered by City staff at the City yard

The City shall encourage the reduction of residential energy use within the community in order to help decrease housing costs and conserve resources

The City will educate the public in the area of energy conservation through an awareness program.

The City shall provide a process that establishes its cooperation in maintaining quality housing in existing neighborhoods.

The City will provide fair housing services to include:

- a. Investigation, monitoring and prosecution of illegal discrimination.
- b. Education and outreach programs to inform the public regarding fair housing laws.
- c. Information and assistance in tenant/landlord relations.
- d. Referral and complaints.





The City shall encourage the maintenance of existing low and moderate income housing in order to minimize public and private displacement

The City will vigorously pursue the Code Enforcement Program.

To provide a means by which the citizens may furnish a meaningful contribution to the realization of the overall housing goals of the community.

Each citizen shall be encouraged to participate in the planning and programming of housing policy and public improvements

The City will encourage citizen participation in the planning and programming of housing policy and public improvements

The City will conduct a yearly housing program review to assess progress toward realizing housing objectives, success of programs and planning the upcoming year. Programs conducted with other agencies should also be reviewed at this time.

## INTRODUCTION

### Authorization

The most recent and comprehensive statement of California housing policy is contained in the Housing and Home Finance Act of 1975. In enacting this legislation, the legislature expressed that "the subject of housing is of vital statewide importance to the health, safety and welfare of the residents of this state." The Act reiterated the national housing goal of a decent home in a suitable living environment for all the populace and made it a state priority of the highest order. It further required (Government Code Section



65302(c)) that all cities and counties include, as a mandatory component of general plans, a housing element that provides "consistency of standards and plans for the improvement of housing and for the provision of adequate sites for housing, and makes adequate provision for the housing needs of all economic segments of the community". In addition Section 6414 Title 25, Chapter 6, Subchapter 4 of the California Administrative Code, states that "the provision for decent housing in a satisfying environment, especially for lower income households, is a goal whose attainment depends upon the shared commitment of federal, state and local government."

The housing element is intended to coalesce local, state, and federal housing policies and programs, to evaluate the housing needs of all economic segments of the community, and to develop a housing program which makes adequate provision for those identified needs.

#### Intent of Federal and State Policies

There has been a growing awareness in both private and public sectors of the need for better housing for all. This awareness was the basis for favorable housing legislation to alleviate the barriers to adequate housing. Subsequent to this, a multitude of programs were successful and some were resounding failures. Consequently, there was a need for legislation that would address the housing issues in such a way to incorporate consistency at all levels. This resulted in the Department of Housing and Urban Development (HUD) mandating that "...all states, local governments and areawide organizations utilizing Section 701 Comprehensive Planning Assistance Funds prepare a comprehensive plan which includes at least a Land Use Element and a Housing Element. The plan and plan elements are to be updated every two years. The planning and implementation activities specified in the plan elements must be coordinated so as to be: 1) internally consistent, 2) coordinated with other functional elements of the comprehensive plan, and 3) consistent with function and land use plans of other jurisdictions." As previously stated California Government Code Section 65302 mandated a housing element in all city and county general plans.

The intent is obvious; there is a definite need to address the nation's housing problems and the responsibility is vested in the federal, state, and local level. It is in the spirit of cooperation that duplication of effort may be eliminated and that a conscientious and vigorous program be implemented to achieve these goals.



## CONSISTENCY WITH OTHER ELEMENTS OF THE GENERAL PLAN

As an element of the General Plan, the Housing Element must be consistent with all other elements, especially when new policies and programs are proposed. The California Government Code requires that general plans contain an integrated internally consistent set of policies. In accordance with the State Code, proposed policies and programs of the Housing Element were reviewed and compared to policies set forth in the other elements of the City's General Plan.

### Land Use

The Land Use Element has the most profound effect on the Housing Element because it establishes the location, type, intensity, and distribution of land throughout the City. It designates acreage and density of residential development. By so doing, it establishes limits on numbers and types of housing constructed. The industrial and commercial acreage creates employment which creates a demand for housing. The Housing and Land Use Elements should maintain consistency and compatibility to ensure a balanced local economy and an adequate level of municipal services. The Housing Element does not propose any programs that would conflict with land use in the City and is thus consistent with the Land Use Element of the Coachella General Plan.

### Open Space and Conservation

The Open Space and Conservation Element designates certain areas to be allocated for the preservation of natural resources, recreation, public health and safety as well as to protect the natural environment. This element affects the Housing Element through land dedication requirements and the cost of developing parks which affect the cost of housing. It may also take prime urban land out of use.

### Circulation

The Circulation Element established the location, design, and extent of development of major thoroughfares, transportation routes, terminals and facilities. These have a direct effect on the City's social, economic and physical environment. This element seeks to minimize the adverse environmental and aesthetic effects of the road network and traffic on sensitive land uses such as residential areas. There is a direct relationship between this element and the housing element because the cost of producing



new housing is affected by the City's street design and arterial dedication requirements

### Safety

The Safety Element is intended to establish uniformity of policy and direction within the city government to minimize the risk from seismic events and other natural hazards. The element identifies areas within the city which may be hazardous. These areas may be developed with special construction considerations given to materials and techniques, to ensure the safety of the structures in the event of a disaster. These special considerations would affect the cost of housing.

### Noise

The Noise Element establishes policies and procedures to reduce the impact of noise in the community. A primary purpose is to identify noise level, establish noise emission regulations, human exposure standards, land use planning and zoning. This procedure may affect the price of housing.

### Community Design

The Community Design Element designates landscape characteristics and other urban design features in order to enhance the aesthetic appeal of the community. Improvements such as special grading, landscaping of parkways, burying utility lines, etc. may be expensive and would be reflected in the cost of development. These costs are passed on to the home buyer and taxpayer.

## BACKGROUND ON THE CITY OF COACHELLA

Located in the central portion of Riverside County, in the central Coachella Valley, the City of Coachella is bounded on the northwest by the City of Indio and on the South by the township of Termal. The incorporated limits of the City comprises some 9.75 square miles and the unincorporated area encompasses 19.1 square miles.

Coachella is crossed by one of the main Southern Pacific Transportation Company rail lines connecting the Southern United States with California. The line traverses the city in a southeasterly to northwesterly direction, and has drawn various types of commercial activity to the land paralleling





the tracks. Such activities include packing and shipping of produce, cattle feeding facilities, lumber suppliers, and citrus processing facilities

A major highway, Interstate 10, crosses the city on an east-west basis at the city's northern limits. Presently the California Department of Transportation is developing plans for an intersecting freeway that will connect I-10 with Calexico and Mexicali, producing a faster, safer route to these cities as well as to San Diego.

### Economy and Employment

The Coachella Valley is the agricultural center for the production of dates, grapes and fruits. Income from agriculture has increased sharply in recent years and is expected to continue to rise in the future. The Valley's principal industrial operations are involved in the processing and distribution of much of the Valley's agricultural products. Related businesses include selling or servicing of supplies and equipment for growers, food distributors and processors. The role of agriculture and related industries is more important to the economy of the southern portion of the Coachella Valley.

The economy of the Coachella Valley is strongly related to tourism. The peak seasonal and tourist population amounts to over 50% of the permanent population and is expected to continue to grow in the future. The significance of tourism is not only in the number of jobs it provides in hotels, restaurants, and stores, but in the income it brings into the Coachella Valley economy. This leads to employment growth in retail trade and service functions that are oriented toward the permanent resident population.

### Population Characteristics

1. As of May 1980, the population of the City of Coachella was 9,129, an increase of 9.29% over 1970 with 40 residing in group quarters. The number of residential units was 2,297, averaging 4.16 persons each.
2. The ethnic composition of the City was as follows: Hispanic 89.2%, White 8.27%, Black 1.0%, Asian .95%, American Indian .58%.
3. Children 4 years and under accounted for 12.6% of the population with those between 5-17 comprising 29.7%, those between 18-64 made up 52.6% and persons 65+ years of age made up 5.1% of the population



4 The projected population for the City of Coachella for the year 1988 is 13,404 based on estimates from CVAG and the City Planning Department

5 The number of handicapped persons in the City has important planning implications. It necessitates additional services such as social services and specialized handicapped access facilities throughout the City. Of the age group 16-64 years of age, 11.2% have a work disability and some of these are totally disabled.

6 The elderly 62+ years of age comprised 6.9% of the total population.

#### Household Characteristics

A household is a group of people living together in a residence, related or unrelated. Understanding what components fit together to make up the housing stock in Coachella is the focus of this section.

1 In 1980, the City of Coachella had approximately 2,297 housing units, of this total approximately 61.5% were owner occupied and 38.5% were renter occupied.

2 The average family size in Coachella is 4.16, with 871 families having five or more persons in a household. This figure represents 37.9% of the total housing stock.

3 The ethnic composition of the households in Coachella are as follows. 1,829 households are Mexican-American, 287 households are White, 32 households are Black and 38 households constitute other ethnic backgrounds

4 The 1980 Census shows that 294 households are headed by females, and of this total 88 families are in need of assistance.

5 According to the 1980 Census the median household income was \$13,615.

#### Special Needs Households

A principal role of the City in the area of housing should be to preclude barriers to residents who are not normally provided for by the private housing industry. Most often those people are constrained by the housing market because of low income and because their particular housing characteristics are unavailable. The following is a list of special needs households whose needs are not being met by the private housing industry:



1. Large Families - Large families with five or more persons living in one household total 871 or 37.9% of all households. Large families encounter housing problems on two levels: finding rental units and owners that would rent to them, and finding an affordable apartment or house that would accommodate a large family.

2. Elderly - The city's 2,297 households include 391 (17%) with at least one resident 65 years or older. Most of these households (300) were headed by a senior citizen. Many elderly are on fixed incomes and are often the most restricted in regard to housing opportunities, because their incomes do not keep pace with rising rental costs. Those lucky enough to own their own home are reluctant to leave because of familiar surroundings and a lack of alternatives. They are burdened by a house which may be too large for their needs and which requires increasing maintenance that may be beyond their physical capabilities or financial means.

3. Handicapped - The handicapped have the most specialized needs of all households. It is estimated that 92 households or 4% of all households are identified as physically handicapped. Barrier free housing is a requirement of handicapped people; this type of housing is accessible to disabled people in terms of entry and circulation.

4. Female Head - Female heads of households comprise approximately 12.79% of all the city households, of this total 3.83% are below the poverty level. In general, they have a lower income than the rest of the population which puts them at a disadvantage when competing for housing. Often landlords frown on single parent families.

5. Migrant Families - The seasonal farmworker presents a real challenge to the City. During the grape harvest the population of the city increases about 12-15,000. The old labor camps that used to house the migrant are virtually non-existent. Consequently, we find the migrant families paying exorbitant prices for rent on old run-down shacks that are unfit for human occupancy.

6. Overcrowding - The most current information available on overcrowding is the 1980 Census. At that time out of 2,297 units, 776 or 33.7% of all units were overcrowded. However, since that time the population has changed significantly and the percentage of overcrowded households is expected to have increased. This large percentage of overcrowding may be due to the large family size.





## HOUSING CHARACTERISTICS

### Regional Housing

The City of Coachella's housing stock is part of the Coachella Valley housing stock. Between 1970 and 1980, housing grew by 31,293 units, an increase of 77.6%. Individual cities experienced varying rates of housing growth with much of the growth centered in the upper Valley communities.

### Coachella Valley Housing Stock

Year	Total Units	Increase From Previous Date	Percentage Increase	Average Percentage of Increase
1970	40,298			
1975	54,199	13,901	34.50%	6.90%
1978	70,480	16,281	30.04%	10.01%
1980	71,581	1,101	1.56%	.78%

### Cost of Housing

The ability of households to pay for housing is predicated on their income and cost of housing. Incomes in Coachella are low on the average and housing is inexpensive compared to other communities in the Coachella Valley, yet 446 households are paying over 30% of their income for housing. (Source: SCAG Housing Model)

### Coachella Household Incomes

<u>Income</u>	<u>Percentage of City</u>
Less than 4,999	12.50%
5,000 - 9,999	20.30%
10,000 - 14,999	24.10%
15,000 - 19,999	17.00%
20,000 - 24,999	6.30%
25,000 - 29,999	10.65%
30,000 - 39,999	6.00%
40,000 - 74,999	2.40%
75,000 or more	.75%



### Unemployment Rate

City            6.7%

County        7.5%

(Source: Estimates by State E.D.D. and 1980 Census)

### Housing Overpayment

	Number	Percentage
Renters	292	12.71%
Owners	154	6.70%

(Source: 1980 Census)

### Average Monthly Housing Cost

Median Gross Rent: \$198

Median Mortgage Payment: \$230

(Source: 1980 Census)

### Persons Below Poverty Level (Source: 1980 Census)

	Number	Percentage
White	975	10.48%
Black	51	.55%
American Indian	0	.00%
Asian	0	.00%
Hispanic	1,836	20.11%

### COACHELLA'S HOUSING STOCK

#### Type of Housing Units

Type	Percentage	Total
Single-Family	73.80%	1,695
Multi-Family	20.00%	454
Mobile Homes	6.21%	143



Type	Rental	Owner Occupied
Single-Family	653	1,042
Multi-Family	459	
Mobile Homes	55	

#### Renter/Owner Mix (Housing Units)

Rental	787
Owner	1,256
Vacant	50
Vacant other	61

#### Mobile Homes

Mobile homes are becoming of substantial importance in the rental and home ownership market in Coachella. Within the City there are four mobile parks and one mobile home subdivision, where the mobile home owners can own their own site. Further, the zoning ordinance allows mobile homes on R-S, A-T and R-E zones. In addition to the opportunities available in the City, recent Federal and State legislation may increase the mobile home renter and owner choices. For example, a HUD regulation allowing mobile home renters to apply for Section 8 rent subsidy will be helpful to low income individuals. For persons desiring to purchase a mobile home, state legislation allowing selected savings and loans to extend 30-year financing on mobile homes went into effect January 1, 1980. A recent survey of new mobile homes sales in the lower Coachella Valley area showed that the average new mobile home sells for \$25,000 with a range of \$19,000 - \$35,000. A mobile home buyer who puts 15% down and receives a 20 year loan (\$25,000 at 13 1/2% interest) would pay \$301.85 monthly. The ability to purchase a mobile home increases opportunities for the moderate income households.

#### Vacancy Rate

The SCAG RHAM model identified 57 housing units vacant in 1983. Of this total, 0.43% or 7 units were for sale and 5.15% or 50 units were for rent. The overall 1983 market vacancy rate was 2.22%.

#### Housing Condition

The condition of Coachella's housing stock is predicated on its age and how well the units have been maintained over the years. Approximately 38.4% of



all housing is 30 years old or older. An additional 911 units or 36.2% are 20 years old. Within 10 years, more than 50% of the total housing stock will be 30 years or older. Harsh weather (extreme heat) conditions, low incomes and original standards of construction contribute to the problems of an aging housing stock.

### City Housing

Year Constructed	Units
1979-1980	46
1975-1978	337
1970-1974	277
1960-1969	911
1950-1959	559
1940-1949	281
1939 or before	126

This total is greater than the total we have used throughout this element. This has occurred because of Jarvis. Developers pulled permits and some of these dwellings are still not completed or under construction.

### EXISTING CONDITION

A windshield survey in 1984 was conducted in the city and homes were identified that appeared to be in marginal condition, hazardous condition, and dangerous condition. The following is a result of that survey:

#### Housing Condition

Status	Units	Percentage
Marginal Condition	439	18.28
Hazardous Condition	94	3.91
Dangerous Condition	39	1.62

### Marginal Condition

Minor discrepancies include weather beaten roof; cracked or broken windows; damaged or broken doors; small cracks in walls; plaster on chimney; slight wearing away of mortar between bricks or other masonry;





damaged or broken jacks; damaged or broken gutters or downspouts; slight wear or damage to porch or steps.

#### Hazardous Condition

Improperly attached mechanical equipment; improper or missing sewage plumbing; overgrowth of trees or shrubs into home; and deteriorated or damaged air conditioner or cooler.

#### Dangerous Condition

Dangerous discrepancies include sagging, split or buckled walls, partitions, other vertical supports, patio roof, or building roof; open cracks; missing material over a large area of structure; sag in walls, floors or roof; unsafe due to major repairs, rebuilding or demolition; use of defective or improper material; and extensive rain or weather damage. Unfit for human habitation.

### ENERGY ANALYSIS

Energy costs are a major contributor of rising housing costs. In the City of Coachella, air conditioning and heating are the two major utility costs faced by renters and owners. The primary sources of energy in the city are electricity and natural gas. Although utility rates continue to escalate, the homeowner can still control high-cost uses.

Recognizing that the city has a large number of older homes and many without insulation, it becomes incumbent upon the City to institute programs for correcting these deficiencies. Possible strategies may include an educational program making the residents aware of methodologies for conserving energy. These may include insulation in walls and attics, weather stripping, and caulking which in most instances have not been replaced. Turning down the thermostat 5 degrees in winter and up 5 degrees in summer (from the normal 72 degree setting) can save \$35 to \$120 in yearly heating and cooling costs.

While there isn't much a homeowner can do about the high cost of energy, there are many things that can be done to reduce the amount of energy used. Many of these energy saving things cost little in comfort, convenience or cash. In fact, low cost improvements are often the most profitable in terms of annual payback. The following is a list of energy saving items, their cost and rate of return.



Item	Cost	Annual Range	Rate of Return	Return (%)
Shower Head Control		\$3- \$7	Up to \$50	1,000
Water Heater Insulation		\$15- \$25	\$8- \$10	50
Clock Thermostat		\$75-\$110	\$50-\$100	80
Heat Duct Insulation		\$80-\$120	\$30- \$50	45
Caulk Air Leaks		\$80-\$150	\$50-\$100	65
Pilotless Igniter (furnace)		\$100-\$130	\$40- \$60	40
Attic Insulation (adding 6 in. loose fill material)		\$260-\$400	\$45- \$65	17
Attic Insulation (adding 11 in. to uninsulated attic)		\$550-\$700	\$180-\$250	35

Cost to install items will depend on the size of the house, number of windows, and type of heating system. The cost range shown is for a moderate-sized single family dwelling heated with a force-draft furnace. Likewise, the range of expected returns varies with climate, number of household members and other factors.

In addition to educating the residents, the City should make them aware of low interest energy loan programs. The City should adopt solar design guidelines for new developments to ensure that future housing developments are energy efficient.

### HOUSING CONSTRAINTS

In planning for the provision of housing, constraints to housing development must be recognized. Many of these constraints cannot be alleviated by local government, especially those conditions related to the national economy, but others can be addressed. Housing constraints include market constraints and governmental constraints.

#### Market Constraints

The prohibitive cost of land, site improvements and construction cost has exacerbated the problem with purchasing a new home. Home ownership prices are increasing at such a rate that the rise in household incomes cannot keep pace. Consequently, the first-time homebuyer and the low and



# AVERAGE SALE PRICE OF HOMES IN INDIO & COACHELLA (1984)

<u>Developer</u>	<u>Number of</u>	<u>Average</u>	<u>Total Sales</u>
B.N.B. Financial	43	\$66,500	\$ 2,860,000
Beam	15	82,000	1,230,000
	15	85,000	1,275,000
	9	92,000	828,000
Covington	16	64,500	1,032,000
Lewis	78	65,000	5,070,000
M & J	51	41,500	2,116,500
McBail	52	75,000	3,900,000
Pacesetter	25	71,000	1,775,000
	41	74,000	3,034,000
Peacock Valley	36	45,000	1,620,000
Snedaker	48	66,500	3,192,000
TOTAL	429 (Average)	\$65,111	\$27,932,500

## AVERAGE COST BREAKDOWN

	<u>Percentage</u>	<u>Cost</u>
Land	25%	\$16,250
Labor & Materials	47%	30,550
Financing	11%	7,150
Profit	17%	11,050





moderate income household are being frozen out of the ownership market. Lack of housing funds and a volatile credit supply have raised the price of mortgages to a record high.

Marketing of new housing as well as resale homes adds to the cost of homes. Marketing and sales may add 4-5% to the cost of housing. Real estate fees range from 5-7% on resale units. Enticing developers to decrease marketing budgets would not be successful unless an adequate local market and ready affordable financing could be demonstrated, decreasing the need for expensive regional promotion (see Table 6 for a summary of local conditions).

### Governmental Constraints

Local government can affect residential development in several ways, such as: land use policies, development permits, processing, fees, extent of services and infrastructure. Coachella's land use policies are not a constraint to housing because lands zoned for various housing densities are available. Water is not a constraint in the city; the city has an ample water supply and the distribution system has in the last ten years undergone almost a complete renovation. The sewer treatment plant at the present time is a constraint. A study is being conducted to determine the most feasible and economical way of increasing capacity of the sewer treatment plant. Once capacity is increased, this constraint will be eliminated. The building and permit process is not complex in Coachella and the time span from application to approval may average 30 to 60 days depending on whether or not special approvals are necessary.

Another constraint is the California environmental review process which often adds to the cost of housing by delaying projects which may have a significant impact on the environment. When an evaluation of the impact is conducted, which is necessary by State mandate, this raises the cost of homes because developers must continue to make payments on loans and interest during the evaluation.

### Avoiding Further Impaction - Fair Share

This factor strives to balance the distribution of future households in the region. In previous models this factor was called "fair share". The current model quantifies future expected growth and then adjusts the expected local



income distribution of that growth to lessen the impact of lower income households on jurisdictions with a disproportionate share of such households



## 5 YEAR PROGRAM OBJECTIVES

Within the scope of its available resources, the City of Coachella intends to pursue a five year program to increase the quality of the residential environment within its borders. The following outline identifies the elements of this program, many of which are also implementation policies for the Housing Element.

### Resources

1. Redevelopment Agency
2. Community Development Block Grant
3. Other sources

#### 1. Neighborhood Preservation

- a. Program: Revitalization, Weatherization & Energy Conservation  
Source: 60 homes  
Financing: C.D.B.G.
- b. Program: Code Enforcement Program  
Scope: Entire city  
Financing: City
- c. Program: Adopt a home buyer ordinance that requires dwelling inspection prior to change of ownership  
Scope: Entire city  
Financing: Building Department Budget
- d. Program: Promote self-help preventive maintenance of homes and establish a tool loan program  
Scope: Entire city  
Financing: City and private donations
- e. Program: Continue the Neighborhood Watch Program  
Scope: Entire city  
Financing: Police and Fire Departmental Budgets
- f. Program: Senior Home Repair  
Scope: 50  
Financing: Community Development Block Grant



## 2. New Construction - 5 Year Goal of 263 Homes

- a. Program: Promote second units in single family lots  
Scope: Wherever minimum requirements are met  
Financing: Federal, State and local financing programs and private
- b. Program: The City shall make a conscientious effort to have more upper income housing built  
Scope: A minimum of 81 homes over the next five years  
Financing: Conventional financing City
- c. Program: The City will provide incentives to developers to build a range of housing that is affordable to City residents  
Scope: A minimum of 60 units over the next five years  
Financing: Wherever appropriate Redevelopment funds; Federal and State financing programs
- d. Program: The City will assist developers and sponsors of low and moderate income housing through: land writedowns, priority in processing applications, land banking and exploring new funding sources  
Scope: A minimum of 72 homes over the next five years  
Financing: Redevelopment whenever appropriate; Federal and State financing programs
- e. Program: The City will assist the Coachella Valley Housing Coalition development by providing the off-site improvements  
Scope: 50 unit apartment complex  
Financing: Small Cities Block Grant Program

### Potential Sites for Affordable Housing

- Vacant Lots
- Back Yards
- Undeveloped land within the city limits with the availability of services

### Relationship of Zoning and Public Facilities to Residential Development

The degree of housing density is predicated on several factors: the need for housing units, physical composition, community goals, the availability of infrastructure and design standards. The City of Coachella has a range of





densities that provide for a well balanced mix of housing types for all social and economic types.

The majority of the undeveloped land within the incorporated limits has the availability of services. The only hinderance to development is the sewer treatment plant, which is operating at capacity. Consequently, any high intensity development would have a detrimental effect on the treatment plant. The areas contiguous to the city, in some instances are served by the City. There is a study underway to determine the feasibility of expanding the capacity of the treatment plant.

#### City Density Categories

Density Designation	Units/Gross Acre
Very Low	0-2
Low	2-3.5
Medium Low	3.5-5.5
Medium High	5.5-10
High	10-20

#### Infrastructure and Public Facilities

When considering any new development, the existing infrastructure and public facilities such as water, sewage, streets, and schools must be considered. The use of in-fill housing should be the first priority since infrastructure costs would be minimal. The second priority should be areas contiguous to existing infrastructure, and the third priority would consider areas farther out in the sphere that would provide for the various higher income types of development, while not over-extending the services.

In order to ensure adequate provision of services, the City should periodically reassess its infrastructure rate to determine if it's paying for itself. In addition, whenever possible the maintenance of infrastructure should be done periodically to ensure it functions properly and is able to meet future needs.

#### Annual Review

The housing element articulates policies and programs which will determine the direction housing programs will take in the next five years. The City shall conduct a yearly housing program review to assess the progress made toward meeting its objectives.



### Impacts

The program articulated in this element will have an environmental impact because of its growth inducing impact. These environmental impacts will be mitigated as they are proposed. The impacts of acreage designation for housing are discussed in the land use and circulation elements.



## COMMUNITY GOALS AND OBJECTIVES

The following is a restatement of the community goals delineated at the beginning of this element. After the goals, each policy that relates to one or more of the goals is expanded into a detailed description of just how the implementation of the policy is intended to be carried out.

1. To provide adequate housing in a satisfying living environment for all persons regardless of age, race, ethnic background, national origin, religion, family size, marital status, handicap or any other arbitrary factor.
2. To provide housing which is affordable to low and moderate income households.
3. To maintain and conserve the existing housing supply in a safe and serviceable condition while eliminating housing deficiencies and preventing further deterioration.
4. To provide a means by which the citizens may furnish a meaningful contribution to the realization of the overall housing goals of the community.

### Goals 1 & 2

**Policy:** Intergovernmental, public and private cooperation shall be encouraged to achieve an adequate supply of affordable housing.

**Program 1:** Program Action: Establish and adopt objectives indicating the amount of housing needed to correct existing shortages and meet projected growth needs within the City.

**Implementors:** Department of Building, Planning and Engineering

**Timeframe:** Ongoing

**Financing:** Departmental Budgets





**Policy:** The City will facilitate and assist in the development of low and moderate income housing.

Program 2: Program Action: The City will assist developers and sponsors of low and moderate income through:

- a. Land write-downs.
- b. Giving first priority to low and moderate income housing developments in the processing of applications.
- c. Consider allocating C.D.B.G. funds for low and moderate income housing.
- d. Land banking.
- e. Explore all the additional funding methodologies for assistance.

Implementors: Department of Building, Planning and Engineering (Redevelopment Agency and Housing Authority)

Timeframe: Ongoing

Financing: C.D.B.G., Departmental Budgets and Redevelopment Agency

**Policy:** Ensure adequate sites for mobile homes and monitor the condition of the mobile home stock.

Program 3: Program Action: The City has adopted a mobile home ordinance and created mobile home zones.

Implementors: Department of Building

Timeframe: Ongoing

Financing: Departmental Budgets and C.D.B.G.

**Policy:** The City shall provide for secondary housing units in residential zones.

Program 4: Program Action: The City has adopted a Granny Flat Ordinance that allows secondary housing units on one parcel. Persons living in these units must be 60 plus years of age, as per City Ordinance.



Implementors: Departments of Building and Planning

Timeframe: Ongoing

Financing: Departmental Budget

**Policy:** The City of Coachella will encourage the maintenance of affordable low and moderate income housing in order to minimize public and private displacement; and it will also discourage the conversion of apartments whereby such conversions adversely impact the City's ability to meet its housing needs.

Program 5: Program Action: Initiate ordinance to tighten the process of condominium conversions. The following are possible inclusions in the City's ordinance governing condo conversion.

The City should institute the approval of conversions only if it is demonstrated that the existing rental vacancy rate provides for an adequate choice of comparably priced and sized rental units for those tenants who cannot afford to buy into their converted unit. Include consumer protection elements, i.e. inspection of units, the establishment of operation and maintenance budgets, protection against discrimination, inclusion of provisions for tenant participation in the management of the project.

Implementors: Departments of Building, Planning and Engineering

Timeframe: Adopt the policy as part of the subject amendment of  
Housing Element.

Financing: Departmental Budgets

**Policy:** The City Shall make a conscientious effort to have more middle income housing units built.

Program 6: Program Action: The City will encourage higher cost housing development through flexibility in development stan-



dards. The City will encourage higher income housing where appropriate through larger lot zoning and encouragement of larger (4 plus bedrooms) housing construction.

Implementors: Departments of Building, Planning and Engineering

Timeframe: Ongoing

Financing: Departmental Budgets

**Policy:** Assist in the provision of low and moderate income housing through the utilization of federal and state funding programs.

Program 7: Program Action:  
a. Monitoring and updating information on federal and state funding programs for subsidized housing  
b. Providing technical assistance to private and non-profit developers in preparing applications to federal and state agencies for subsidized housing.

Implementors: Administrative Services and Housing Rehabilitation Specialist

Timeframe: Ongoing

Financing: C.D.B.G. and Departmental Budgets

**Policy:** The City shall take positive action to provide affordable housing through the allowance of innovative housing design.

Program 8: Program Action: Allow for the construction of affordable housing for those developers that utilize other than conventional design concepts.

Implementors: Departments of Building, Planning and Engineering

Timeframe: Implement upon adoption of Housing Element

Financing: State, federal and private



**Policy:** Streamline the City's permit process in order to minimize time and processing delays

Program 9: Program Action: Examine City Ordinances and permit processing procedures to see if changes can be made to reduce housing costs to city residents. Possible cost objectives of lower cost housing and reducing the cost of all flexible sideyard requirements, reduced minimum lot size, relaxed lot coverage requirements and other proposals designed to relax certain standards where appropriate in order to reduce the overall cost of developing housing. The City adopted a Planned Unit Development Ordinance to allow more flexibility in design standards and reduction of housing costs in P.U.D.'s

Implementors: Departments of Building, Planning and Engineering

Timeframe: Upon adoption of Housing Element

Financing: Departmental Budgets

**Policy:** Promote handicapped access in new housing developments.

Program 10: Program Action: Develop and implement programs to ensure that a portion of new housing units are designed to be adaptable to meet the needs of physically disabled persons.

Implementors: Departments of Building and Planning

Timeframe: Ongoing

Financing: Departmental Budgets

**Policy:** Facilitate design modifications for the handicapped.

Program 11: Program Action: Use federal and state funding to provide housing modifications for the handicapped. The Housing Improvement Program provides low interest loans which can be used to modify houses to meet the needs of the handicapped.





Implementors: City Departments

Timeframe: Ongoing

Financing: Departmental Budgets

**Policy:** Institute a "below market rate" housing program.

Program 12: Program Action: Require at least 10% of all units in single-family and multi-family units constructed be affordable to persons earning less than 120% of the median family income group. That half of the "below market rate" units be made available to households earning less than 80% of the median income. Study state laws that could make revenue available to cities accommodating new residential developments in areas where housing is needed.

Implementors: State, federal, city and private industry

Timeframe: Ongoing

Financing: State and federal programs; possibly city

**Policy:** Encourage a variety of development that will promote a suitable environment for all ages, ethnic and economic levels of society.

Program 13: Program Action: The City will make an effort to encourage developers to speculate in larger houses (4 plus bedrooms) and estate type development.

Implementors: Department of Planning

Timeframe: Ongoing

Financing: Departmental Budgets



**Policy:** The City shall make every effort to provide for variety in development design for all economic levels

Program 14: Program Action: To provide for variety in development through innovative design and development agreements.

Implementors: Departments of Building, Planning and Engineering

Timeframe: Upon adoption of Housing Element

Financing: Department Budgets



### GOAL 3

**Policy:** It shall be a policy of the City of Coachella to vigorously pursue the Code Enforcement Program

Program 1. Program Action:

1. To preserve and create attractive, safe neighborhoods with good housing and adequate schools, parks and recreation centers and other facilities to meet the needs of the residents.
2. To provide for the physical well being of the Coachella community.
3. To protect and maintain the best possible environment in Coachella
4. To ensure that the quality of the dwelling units shall be adequate to protect the health, safety and general welfare of the residents.
5. To ensure that the residential, industrial and commercial development standards are consistent with existing codes and ordinances.
6. To provide for a viable code enforcement process that efficiently utilizes the knowledge and efforts of all staff and community members.
7. To utilize code enforcement in achieving a higher standard of living for everyone.
8. To achieve a sensitivity to the needs of everyone and to achieve a voluntary compliance; all for the betterment of the community.

Implementors. All City Departments

Timeframe: Ongoing

Financing: Departmental Budgets





**Policy:** Provide a process that assures the cooperation of the City in maintaining a quality housing in existing neighborhoods.

Program 2: Program Action: Adopt a home buyers ordinance that requires dwelling inspection prior to change of ownership.

Implementors: Departments of Building, Planning and Engineering

Timeframe: Ongoing

Financing: Departmental Budgets; federal and state funds

**Policy:** The City has established the Community Realization Program to assist in financing the Housing Rehabilitation Program, Senior Citizens Home Repair, Energy Conservation and Weatherization Project.

Program 3: Program Action:

1. Assist qualified residents with financial assistance in the rehabilitation of their homes, utilizing as much as possible, local material suppliers and skilled labor from within the City.

2. The Senior Citizen Home Repair, Energy Conservation and Weatherization Project is designed to assist qualifying senior citizens in paying for emergency repairs, including repairs to improve energy conservation and weatherization.

Implementors: Departments of Building, Planning and Housing Rehabilitation Specialist

Timeframe: Until program is exhausted

Financing: C.D.B.G. and Departmental Budgets



**Policy:** Promote self-help preventive maintenance of homes.

Program 4: Program Action: The City shall establish a tool loan program available to all members of the community and administered by City Staff at the City yard.

Implementors: Department of Public Works

Timeframe: Ongoing

Financing: City and private donations

**Policy:** To reduce residential energy use within the City in order to help decrease housing costs and conserve resources.

Program 5: Program Action: Educate the public in the area of energy conservation through an awareness program.

1. Adopt a solar access ordinance for new homes and home additions which will ensure that homes have access to southerly sun for solar equipment operation and passive heating and lighting.

2. Actively enforce new state construction standards for energy efficiency.

3. Acquaint building inspector with new standards. Distribute new building standards to building permit applicants.

4. Establish a Community Recycling Program.

5. Create a conservation point system to rate homes for sale to be used voluntarily by homeowners and developers as a sales incentive.

6. Conduct public education programs.

7. Orient dwellings to take advantage of seasonal weather.

Implementors: Departments of Building, Planning and Housing  
Rehabilitation Specialist



Timeframe: Ongoing

Financing: C.D.B.G. and Departmental Budgets

**Policy:** Provide a process that assures the coordination of all jurisdictional levels of health and safety organization in the field of crime reduction, fire and health safety.

Program 6: Program Action: The City has established Neighborhood Watch Programs and will be instrumental in establishing programs that will ensure safe and sanitary living conditions in existing neighborhoods.

Implementors: Fire and Police Departments; County Health

Timeframe: Ongoing

Financing: Departmental Budgets; county, state and federal

**Policy:** Adopt and implement ordinances providing reasonable protection for renters.

Program 7: Program Action:

- 1 Augment and enforce Fair Housing Laws to protect against arbitrary housing discrimination.
- 2 Provide adequate information about rental rates
- 3 Promote equal housing opportunity.

Implementors: Departments of Building, Police and Housing Rehabilitation Specialist

Timeframe: Ongoing

Financing: C.D.B.G. and Departmental Budgets



#### GOAL 4

**Policy:** Fair Housing Laws shall be augmented and enforced to protect against arbitrary housing discrimination.

Program 1: Program Action: Provide fair housing services to include:

- a. Investigation, monitoring and prosecution of illegal discrimination.
- b. Education and outreach programs to inform the public regarding fair housing laws.
- c. Information and assistance in tenant/landlord relations.
- d. Referral of complaints.

Implementors: City, private citizens and landlords

Timeframe: Ongoing

Financing: C.D.B.G. and City

**Policy:** The City shall actively promote equal housing opportunity.

Program 2: Program Action: Utilize the services of Riverside County Housing Counseling Service. All complaints of discriminatory practices in housing within the City will receive attention. In addition, the R.C.H.C.S. may provide counseling in landlord/tenant disputes, pre-purchase counseling for low-income home buyers, and pre-rental counseling to low-income persons to help them better understand their responsibilities as renters.

Implementors: City, Housing Authority, and R.C.H.C.S.

Timeframe: Ongoing

Financing: City may wish to contribute to R.C.H.C.S. from C.D.B.G. funds.





**Policy:** Provision of a decent house and satisfying environment for all residents of Coachella.

Program 3: Program Action: The City shall follow guidelines in the Conservation and Open Space Element and minimize housing construction in environmentally hazardous areas.

Implementors: Planning Department

Timeframe: Ongoing

Financing: Departmental Budget

**Policy:** Explore the adoption of additional ordinances and legislation to protect the rights of all persons in obtaining and retaining housing, including measures to ensure the disclosure of information at the place for rent to inform renters of rates and conditions of tenancy.

Program 4: Program Action: Work with County and State Officials to introduce additional legislation to protect all citizens in purchasing homes or renting.

Implementors: State legislators, counties and cities

Timeframe: Ongoing

Financing: City and County



## GOAL 5

**Policy:** The City will encourage citizen participation in planning and programming of housing policy and public improvements.

**Program 1:** Program Action. The Housing Committee and citizens shall be actively involved in all planning and programming of housing policy and public improvement.

**Implementors:** City staff and Planning Department

**Timeframe:** Ongoing

**Financing:** City Budget



# COMMUNITY DESIGN



## COMMUNITY DESIGN ELEMENT

### GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

To create a unique visual identity to the City within the region

The City shall develop identifiable edges, entry points, and landmark elements which identify the City of Coachella from its surrounding region and adjacent cities

The heirarchy of City components will consist of district, community/village, neighborhood and project scales.

The City will develop signage and/or special entry elements as appropriate to identify the City of Coachella where the arterial road system enters the city.

The City shall encourage a contiguous as opposed to a random development pattern so that developed areas will have visual continuity and a sense of place is created.

The design of street landscaping will reflect and reinforce the image of the City by developing a continuity of similar design elements within the arterial road medians.

Within the specific plan for each village or planning area, the major design elements for that area will be identified.

To define visually attractive city identifications that will have an imageable form which is easily perceived by members of the community.

The various components shall be defined to the extent possible by physical or visual edges and/or differences in land use character.

Where arterial highways form the edges to the city, the landscaping within the median and/or parkway will be designed to convey a special image and continuity that can be visually identified as the edge of the City of Coachella.





The City will establish landscape standards and material palettes for arterial roads

village edges, consisting of aesthetic elements such as landscaping, sound barriers, walls, and aesthetic berms, low to moderate in height, will be designed to establish a visual theme that is unique to each village

Architectural theme elements shall be used where appropriate to convey an overall theme or character that can be identified with the City of Coachella.

Performance standards which proposed projects must meet in order to qualify for approval will be developed to provide greater flexibility in the administration of development guidelines and permit private developers greater flexibility in the product designs

The design of residential, commercial, and industrial sites will seek to enhance their aesthetic values

The use of similar architectural themes such as style and materials will be encouraged for all public and governmental buildings within the city to convey a sense of place to the city.

Each village within the city shall convey a distinguishable character that is different from other villages

Planned Residential Developments will be used to avoid repetitive, standardized lot and street patterns and excessive cutting, scarring or other disruption of the natural environment.

Each planning area will contain a readily identifiable focus achieved through careful utilization of any significant natural terrain features and the application of high standards of the architectural and landscape design disciplines.

The arterial streetscape design will reinforce the visual definition of the heirarchy of the various villages and districts within the City of Coachella.



Theme elements such as street landscaping, entry treatments, building materials and colors, architectural styles, community buildings, signage, edge wall design, etc will be used to produce a distinct and unique character to each of the residential villages within the city.

A distinct image for each district will be created using parkway landscaping. The parkway of each arterial road shall be developed that includes a unique tree palette that is consistently used within a district and changed between districts

To establish a system of scenic highways and corridors which enhance and protect aesthetic qualities within the city and reinforce a highly imageable character to the city

Scenic highways within the city shall include Interstate 10 and Highway 86 Expressway. Interstate 10 has been recommended as a scenic highway by the Coachella Valley Association of Governments.

The City will cooperate with all authorities regarding studies and protective measures necessary for the preservation of scenic highways and resources.

Outdoor advertising displays along scenic highways will be controlled.

Scenic corridors within the city shall include Rancho Coachella Parkway, Airport Boulevard, Coachella Center Drive and Avenue 50.

Residents and organizations will be consulted to enable the incorporation of suggestions regarding present and proposed scenic corridor routes.

The City will develop and adopt design guidelines and review procedures for development within and adjacent to scenic corridors and scenic highways.

Existing scenic vistas shall be preserved and incorporated into the overall urban development.

Specific scenic corridor guidelines will address among others, the following issues and considerations:



- a. Protection of scenic vistas
- b. Enhancement of the aesthetic quality and character of the city
- c. Landscape standards
- d. Trail locations (pedestrian, bike and/or equestrian as appropriate)
- e. Building setbacks, heights, etc. adjacent to highway or corridor
- f. Standards for signage, billboard, etc.

### BACKGROUND AND CONTEXT

The community design element describes the visual and functional three dimensional form of the city. This form must be responsive to both the natural environment and the spatial organization of the two dimensional land use activities.

The City of Coachella is located within the flat agricultural lands of the Coachella Valley. This valley is bounded on the east by the Little San Bernardino Mountains and on the west by the Santa Rosa Mountains. These topographic features provide definition to the valley on two sides. The city is situated at the southerly end of a group of communities which extend southward from Palm Springs along the base of the Santa Rosa Mountains. These communities, commonly referred to as the Cove Communities, are connected by Highway 111 and are principally tourist oriented. They provide a major second home opportunity for people to come and spend the winter months in the mild and warm climate of the desert. Coachella and the City of Indio, located immediately to the north, have developed as the major agricultural centers for the fertile Coachella Valley. Recent development approvals in the City of La Quinta have extended the tourist oriented resort developments to the western edge of Coachella's sphere of influence. With the last remaining undeveloped flatland located near the base of the mountains and with potentially good access in the future, this offers the opportunity for the City to extend its corporate boundaries to the west and to create a tourist oriented development within this portion of the city.

Today, the main developed areas of the city extend along both sides of Harrison Avenue, primarily between Avenues 50 and 52. Industry is primarily located along Highway 111 and the railroad mainline. The developed city is surrounded by open agricultural land on the west, south and east. Because of the contrast between open agricultural land and development, there is a natural visual identity to the City of Coachella as



one arrives from these directions along the main roads which traverse the city. However, on the north along highway 111 and Harrison, there is very little visual definition as one enters the city while traveling southward from Indio. This is because the character of the development along these highways is similar between Indio and Coachella.

Interstate 10, the major circulation route from the Los Angeles Metropolitan area and Phoenix is located to the northwest of the currently developed areas of the city. While this route provides good access to Coachella from Dillon Road there is little identification with the city from this highway. A proposed State Expressway 86 is planned to parallel the Coachella Valley Storm Water Channel. When this highway is developed it will potentially provide good accessibility as well as identity to the City of Coachella.

The principal considerations in developing community design policies for the city should be to focus on creating a highly perceivable image to the City of Coachella, one that can be readily identified and comprehended as Coachella expands and grows over many years and one that has lasting values for all the residents of the city. To this end, the City has adopted two goals which can be found in the Goals/Policy section located at the end of this element and are as follows:

- \* To create a unique visual identity to the city within the region.
- \* To define a visually attractive city that will have an imageable form which is easily perceived by members of the Community.

#### OPPORTUNITIES AND CONSTRAINTS

The following summarizes some of the important physical opportunities and constraints which will have influence upon developing a character to the city that will meet these goals.

##### OPPORTUNITIES

1. The City of Coachella's Sphere of Influence encompasses a large, undeveloped area over which it can control development as the City





expands its corporate boundaries over time. This area is generally unconstrained from existing and established development patterns.

2. Developing Dillon Road (Rancho Coachella Parkway) will provide a major access linkage to the westerly portions of the City's sphere of influence and provide the ability to link together major areas within the city.
3. Preservation of large agricultural areas to the south and east can provide a high degree of visual definition to the developed portion of the city along these edges and a buffer to the Thermal Airport operations from the residential areas.
4. Development of Highway 86 will provide the city with good regional access and identity.
5. The concentration of commercial activities located at Rancho Coachella Parkway, Interstate 10 and future Highway 86 could provide a highly perceivable entry gateway to the city.
6. The spacing of major arterial highways generally along a one mile grid provides an efficient method of moving traffic through the city and allows adequate spatial dimension between those roads to create identifiable residential communities of varying character.
7. Existing significant vegetation such as the Empress Palms could retain a visually significant historical character to the city if integrated with future urban development.

## CONSTRAINTS

While there are various opportunities which exist that can be utilized to achieve the stated community design goals, there are certain constraints which can also serve to impede the attainment of these goals. These include the following:

1. The Coachella sphere of influence is 29,700 acres, and is flat and undifferentiated in character. It will be difficult to achieve a highly perceivable form and image to the city by natural physical features. This form will need to be developed over time by development and man made elements.



2. Unless the City develops in a contiguous manner it will be difficult to achieve a perceivable sense of community for the city as a whole. For a number of years, pressures of developing resort areas in the western part of the city could tend to segment the city into distinct and separate development areas.
3. There is no clear and distinct character change along the northern edge of the city that is bounded by Indio. Existing city edges are currently undefined.
4. There are no defined entry points into the city. The current city entrance points occur on Highway 111, Harrison, Tyler, Dillon, 50th Ave., 51st Ave., 52nd Ave., and 54th Ave.

### COMMUNITY DESIGN STRUCTURE

The Community Design structure of the City is comprised of various components. These components include distinct residential and employment districts within the city, distinctive residential villages joined together by circulation systems and open space elements provided by scenic highway corridors, and large open space areas provided by agricultural lands.

#### Components

##### 1. DISTRICTS AND RESIDENTIAL COMMUNITIES

The development of distinct districts and residential communities within the City of Coachella is based on the need to provide an overall comprehensible and perceivable image and character to the city and its sphere of influence which covers some 29,700 acres of flat undifferentiated land and yet also provides for a variety of experiences and characters to be developed throughout the city. The concept of developing visually distinctive districts and residential communities responds to the goal of creating a visually attractive city that will have an imageable form which is easily perceived by members of the community.

There are five districts within the sphere of influence (as shown on Exhibit 6). These districts are either defined by differing land use types or are identified by common focal points or district centers. These centers are interlinked by the arterial roads along the scenic highway system. The five districts are as follows:



- A. Downtown District - This area is the oldest developed portion of the city and includes the central business area located along Harrison Street. This area includes the city hall located on Sixth Street. Urban residential areas occur in the areas flanking the central business district.
- B. The Central Residential District - This district encompasses the majority of the residential community within Coachella. It is located between the city sphere of influence boundary on the west, the City of Indio on the north, the downtown district on the east and agricultural open space on the south. There is a major focal point of activity within the district which includes commercial and public - quasi/public uses located between Rancho Coachella Parkway and Coachella Center Drive. This center will provide a major focal point of activities for the surrounding residential areas in the western part of the city and is directly linked to the downtown district center by Coachella Center Drive.
- C. Airport Business District - This district includes the airport and surrounding light industrial and business uses north of Airport Boulevard. The central focal point of activity for this district is the concentration of commercial uses located at Tyler Street and Airport Boulevard.
- D. East Industrial District - This is the area comprised of primarily industrial uses located between the railroad on the west and the proposed State Expressway 86 on the east. Although this area contains industrial uses for the most part, there are also two suburban residential communities located north and south of Avenue 50. These communities link directly to the downtown district for their shopping and support needs.
- E. Resort District - This district is located at the southwest corner of the city near the base of the mountains and east of Lake Cahuilla County Park. It comprises a series of resort residential areas and contains a commercial focal point located at Monroe and Rancho Coachella Parkway. The nature of the resort types of residential combined with the typically related golf courses, recreational activities and hotels/restaurants will create a distinct character to the district.

The characteristics of the uses and the district centers can naturally reinforce a visual and functional distinction between these various



districts within the city. Distinct visual and perceptual differences can be enhanced through the treatment of arterial landscaping and architectural themes created in the district centers. Future reorganization of strip commercial zones in the downtown area as well as renewal programs related to the civic center area will serve to create a viable and imageable center of revitalized activity in the downtown district. (Refer to commercial land use policies in the land use element.)

## 2. DISTRICT ACTIVITY CENTERS

There are four major focal points of business and commercial activity proposed within the city and its sphere of influence. These activity centers will functionally serve the residents of the entire city as well as serve the surrounding environs. These centers are illustrated on Exhibit 6. Each of these centers will provide a strong focal point of activity to each of the districts and through the use of thematic design elements could provide a way to reinforce a visual expression to the City of Coachella. The downtown central business district occurs along Harrison. There is currently no identifiable visual expression within this area. Development is rather non-cohesive and there is no visual continuity within the downtown area. Through redevelopment programs and city beautification projects, a strong thematic character could be developed to strengthen the image and vitality of the downtown area and begin to create a unique visual expression to the city.

## 3. RESIDENTIAL COMMUNITIES

There are various residential communities within the City of Coachella as illustrated on Exhibit 6. These communities form distinctive residential components of the City. The sizes of these communities vary from 320 to 762 acres and comprise between 471 and 2,873 dwelling units.

The communities are generally defined on their edges by the arterial street system. Each will contain a variety of residential types and mix of support and public facilities depending on the population of the community. For example, facilities may include neighborhood shopping, local and neighborhood parks, community recreational facilities, and schools. The community may provide similar or a deliberately diversified mix of housing and life styles. A design objective for these communities should include integration of land uses, circulation, open space and public facilities. As well as having an overall theme and image, each community should be individually distinguishable. This could be accomplished by various methods such as thematic edge treatments,

















# COMMUNITY DESIGN STRUCTURE

## LEGEND

- |  |                                 |   |                    |
|--|---------------------------------|---|--------------------|
|  | DISTRICTS                       |  | STATE FREEWAYS     |
|  | PLANNED RESIDENTIAL COMMUNITIES |  | DISTRICT CENTERS   |
|  | AGRICULTURAL OPEN SPACE         |  | MAJOR CITY ENTRIES |
|  | MAJOR ARTERIAL CORRIDORS        |   |                    |
|  | ARTERIAL CIRCULATION            |   |                    |

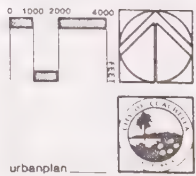
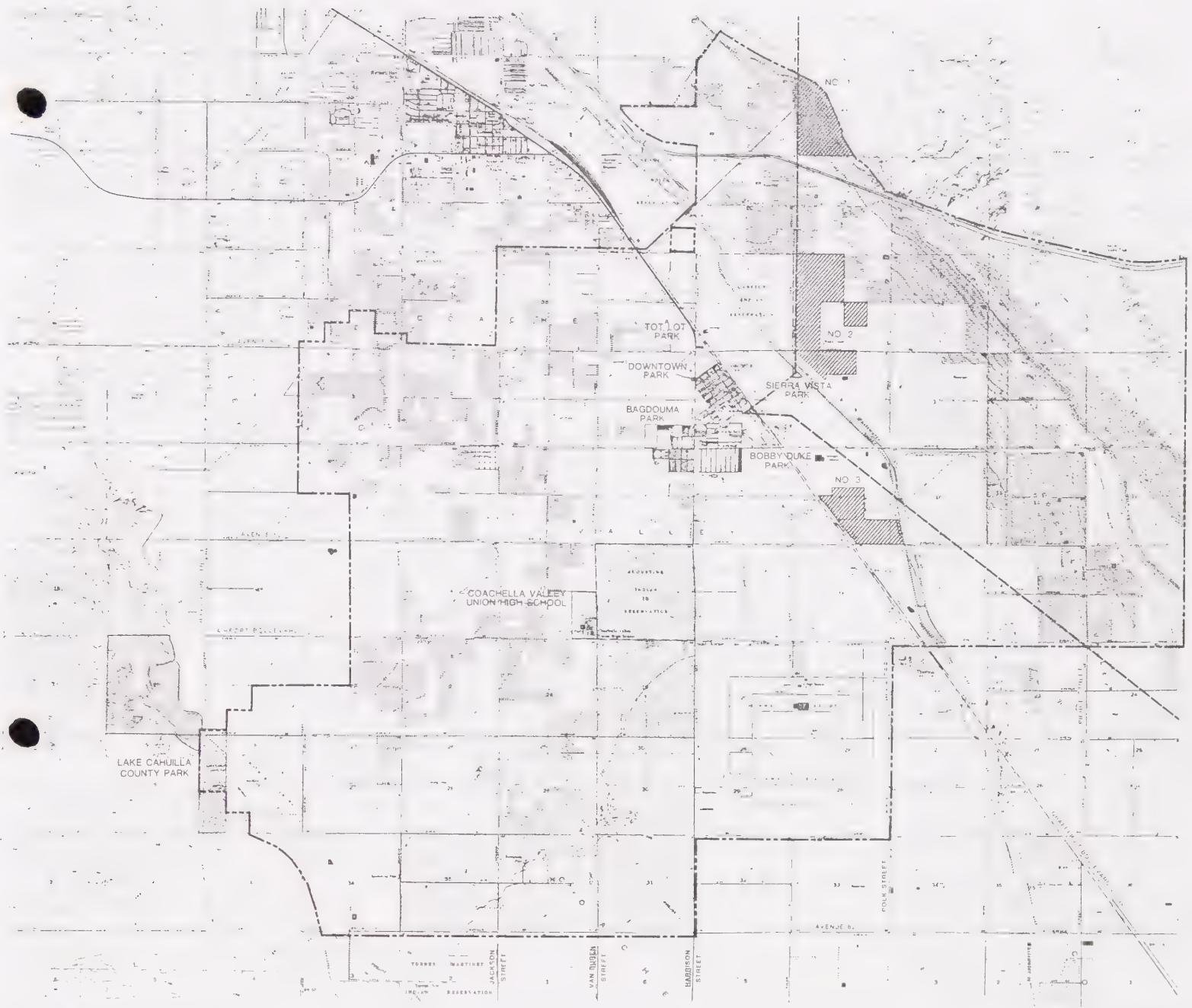


EXHIBIT 6

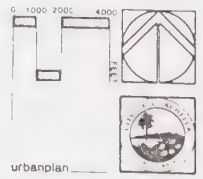




# OPEN SPACE

## LEGEND

- PERMANENT AGRICULTURE
- CITY AND REGIONAL PARKS
- POWER LINE RIGHT-OF-WAY
- CEMETERY
- FAULT ZONE
- STORMWATER CHANNEL
- AGRICULTURAL PRESERVES





thematic entryways, unique architectural themes, major focal points, etc. To implement these objectives, specific plans will be required for each community area. Exhibit 4 illustrates the various areas that will require a comprehensive specific plan prior to development occurring within these areas. The specific plans will establish the overall development guidelines for each area and should include land use distribution by type and densities; proposed circulation elements such as arterial and collector streets and community trail systems; provisions for public facilities such as schools and parks; community design guidelines and policies, development and infrastructure phasing, and methods of funding public facilities and improvements.

#### 4. VISTAS

Within the undeveloped portions of the City's sphere of influence, there are important vistas from the arterial roads. These vistas give a sense of orientation and direction to the viewer and provide him with a greater comprehension of the surrounding environment. Consideration should be given in the design of arterial roads to reinforce views to major elements within the city, both natural and manmade. Such elements include the mountains on the east and west, district and other major activity centers, open space elements and important public facilities.





## OPEN SPACE AND CONSERVATION ELEMENT

### GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

To provide for the preservation, conservation, and utilization of open space lands and natural resources so as to maintain and enhance the quality of the environment.

Appropriate standards and criteria for the use of open space lands and natural resources shall be established.

A plan of regional hiking, equestrian and bike trails which are compatible with the County of Riverside's trail system will be developed.

Existing and future community facilities will provide the populace with all of the amenities associated with a well-planned community.

Community open space systems will be included in specific plans and planned residential districts where appropriate.

Specific Plans will address the feasibility of avoiding direct and indirect impacts to the resource sites within their boundaries.

To identify and analyze existing natural and cultural resources and plan for their proper utilization by developing a land use pattern that takes optimum advantage of those resources including views of the mountain areas and desert floor.

Open space lands and natural resources and potential uses shall be identified consistent with their preservation and conservation.

Community open space systems will be acquired by community wide multi-functional assessment districts or dedication in new areas, or by single purpose assessment districts in older established areas.





Neighborhood oriented open space will be identified in Specific Plans and its acquisition will be the responsibility of the benefiting property owners.

The City shall develop a program to identify and analyze existing cultural resources and plan for their appropriate examination and disposition.

An updated record/literature search, and an on-foot archaeological survey where warranted, will be conducted in conjunction with the preparation of each Specific Plan provided that an adequate survey has not been conducted previously.

A limited test-level investigation will be conducted for all cultural resource sites that have not previously undergone adequate testing prior to the approval of any development proposals within the immediate area.

Within each Specific Plan area, a mitigation program for cultural resources will be formulated and implemented prior to the issuance of any grading or demolition permit.

Archaeological monitoring during grading will be required in areas where significant cultural resources have been identified or are expected to occur.

To manage and conserve remaining significant native habitat areas within the project area consistent with the needs of the natural inhabitants.

An implementation program which insures the preservation and conservation of unique open space lands and natural resources shall be developed.



All efforts shall be made to protect and expand open space and efforts should be made to perpetuate the full range of plant types and wild life.

The City will contact the Department of Fish and Game and review the current Habitat Conservation Plan in order to determine appropriate mitigation strategies prior to the approval of any development that requires a full Environmental Impact Report.

## OVERVIEW

Under the laws of the State of California (AB 956), cities and counties must adopt an open space plan for "...the comprehensive and long-range preservation and conservation of open space within its jurisdiction." "Open space land" is defined as "...any parcel or area of land or water which is essentially unimproved and devoted to an open space use as defined in this section and which is designated on a local, regional or state open space plan as any of the following:

1. Open space for the preservation of natural resources, including but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands
2. Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands, and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply
3. Open space for outdoor recreation, including but not limited to, areas which have outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshore, beaches and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility



easements, banks of rivers and streams, trails, and scenic highway corridors

4. Open space for public health and safety, including but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality."

With these definitions, open space comprises one of the four principal land uses within the City of Coachella General Plan. The other three uses are Housing, Commerce and Industry.

Traditionally, open space has enhanced the environment in which man has existed, and has also served man in other roles besides the aesthetic. Open space has contributed to the health, welfare and well-being of man through such uses as providing the stage for active and passive recreation, preventing soil erosion by plant roots and leaves holding soil in its place, and plants in open spaces contributing to airshed quality and adding oxygen to the atmosphere. In addition, the proper placement of trees throughout open areas has been able to reduce traffic and factory noises by up to one-half

Open space has also contributed to man's environment by preserving natural and human resources through such features as wildlife habitats, historical and cultural sites, unique natural areas and geologic features. Open space has also contributed to man's well-being by aiding the management of such resource production as forestry, agriculture, watersheds, fish and marine life, and mineral extraction.

Open spaces also serve the interests of aesthetics and urban design by providing spacious areas for buildings, buffers between different land uses, greenbelts between neighborhoods and communities, and providing a basic land inventory for urban expansion according to a master plan. And conversely, it provides a physical and legal barrier to prevent growth of an urban area beyond specified limits.

Finally, open space also serves man by providing for his basic safety through the provision of flood control channels and reservoirs, firebreaks and buffers from earthquake faults and unstable soil areas.



Through these traditional uses of open space, four basic categories of open space have been identified. Previously identified in the Interim Open Space/Conservation Element for the City of Coachella, these categories are based on the criteria of utility and size.

#### Classes of Open Space

1. "Accessory" open space includes traditional front yard, side yard, rear yard, interior court, passageway, building separation, and patio areas; and may be described as that portion of a lot or parcel which:

Is open and unobstructed from the ground upward, except for permitted projections into yards;

Is accessory to principal uses which are usually, but not necessarily enclosed in buildings and structures on a lot or site;

Is accessible to and usable by all residents of the lot or premises;

May have dimensions as low as 5 feet or less; and

Is not used for private streets, parking or loading.

Yard and space dimensions have been established by development standards specified for each zone. Accessory open space represents the smallest amount in terms of individual area and will not be included in the open space zone. Rooftops above the first story of buildings are not included in the accessory or any other open space category.

2. "Common" open space, substantially free of structures but possibly containing improvements which are part of a development plan, is found in conjunction with planned unit developments and condominiums. Percentages of required common open space and a proportion of level or usable open space may be set by the City's regulations. Private parks and recreation areas are established by conditional use within the project and each owner of a lot or residence owns either an undivided interest in the common areas and facilities or voting membership in an association owning the common areas and facilities. Common open space does not include open private yards or patios in the planned unit developments. The land requires no special zone label if retained under private ownership, maintenance and supervision.





3. "Secondary" open space is land in private or public ownership on which transpires some form of residential, commercial, industrial, institutional, circulatory, or other non-recreational activity characterized by little or no building coverage. The open space is a secondary characteristic of the use. Examples are: cemetery, farm, ranch, flood control channel, harbor, parking lot or freeway.

4. "Primary" open space is land that enhances the present or potential value of surrounding urban development and comprises public and private areas devoted to recreation, cultural and aesthetic purposes. There are two divisions of primary open space:

- a. Natural environment, in which the unspoiled works of nature prevail.
- b. Designed environment, in which the works of nature are modified to serve the recreational, visual and cultural needs of people.

Examples are the various categories of parks, plazas, malls, golf courses, landscaped buffers, beaches, botanical gardens, zoos, flood control recreation areas, etc.

The people of the City of Coachella realize then, that the very quality of their existence depends a great deal on the preservation of the open spaces that presently exist, not only within the limits of the city, but throughout the surrounding area as well.

Open space is necessary to provide for their recreation, and is typified through dependence on the parks located throughout the city to provide necessary recreation areas, areas for the children to run and play safely, and for exercise and enjoyment of the entire population within close proximity to housing.

Preservation of open space for buffers from traffic noise, commerce and industry, and air pollution is also recognized as an important priority. With the steady growth of the city, it becomes increasingly important to protect the living environment from the industrial and commercial activities that will inevitably accompany that growth.

Increasing population creates an increasing need for open areas to be provided as buffers from encroaching population. A need is readily seen for "greenbelt" areas, areas that will soften the effects of housing in the traditions of the city's architectural guidelines, past requirements and

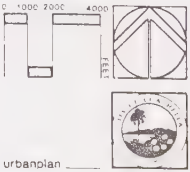




# NOISE CONTOURS

## LEGEND

- 70 CNEL CONTOUR
- 65 CNEL CONTOUR
- 60 CNEL CONTOUR





future planning practices of openness and clean design practices for the entire city.

The City also recognizes the vast importance of the agricultural land, both in and around the city limits, not only for the jobs it provides its citizens and the substantial economic base it affords those citizens, but its importance in providing various foods for the population of the entire county as well. As mentioned in the specific policies of the Interim Open Space Plan for the City of Coachella, the final Open Space Conservation Element will see that "attention shall be paid to the enhancement of agriculture."

Because the safety of the population depends a great deal on open space, it is also readily apparent to the City that open space is a necessary tool in circumventing any future natural disasters that may threaten the population. Natural disasters such as floods, earthquakes, unstable soils, or rampant fires can be guarded against through the proper use of open areas.

Finally, one of the most important long-range uses that open space can be put to, is the preservation of our cultural heritage. Open space can protect areas too important to our backgrounds to let those areas be glossed over by future development. To this end, it is necessary that those areas of cultural heritage be set aside and protected through open space uses.

The City of Coachella concludes then, that an Open Space and Conservation Element must be adopted and added to the General Plan for the protection and preservation of open areas, to accomplish and guarantee a living environment which will maintain and enhance those living standards we enjoy today.

## OPEN SPACE CATEGORIES

### Agricultural Open Space

Since its inception on December 13, 1946, the City of Coachella has relied heavily on the agriculture in the immediate area to provide jobs for its citizens and a stable economic base. With over 55,000 acres of land presently under some form of agricultural use in the lower Coachella Valley, one of the top industries of the Valley, and also the largest in terms of land



# OPEN SPACE AND CONSERVATION





use, is agriculture. And as indicated by the 1985 totals, the total valuation of crops harvested from the Lower Valley has reached an impressive \$239 million.

Realizing that crops account for a large percentage of the area's employment totals, it may also be pointed out that other agricultural jobs are supplied through such areas as:

- Field Crop Farms (specialized cash crops)
- Fruit, Tree Nut, and Vegetable Farms
- Livestock Farms (including feed lots)
- General Farms (diversified activities)
- Misc. Commercial Farms (including horticultural & animal services)
- Agricultural Services (grading & packing fruits, etc.)
- Animal Husbandry Services
- Horticultural Services (landscape gardening, etc.)

Agriculture and its by-products are easily recognizable as accounting for a large segment of the City's economic income and base. Of course, sales and maintenance of specialized farm equipment, irrigation equipment, well drilling, crop spraying, and many other individualized services must also be considered a by-product of the agricultural impact on the area.

We have, therefore, a large portion of employment based upon some aspect of farming or farm service. Below is a partial table of employment for the City of Coachella, including a projection of future employment possibilities.

	<u>1965</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1985</u>
<u>Farm-Farm Manager</u>	30	40	61	70	92
% of total labor force	1.14	1.16	1.16	1.16	1.16
 <u>Farm Labor &amp; Foremen</u>	 611	 828	 1,263	 1,452	 1,902
% of total labor force	24.13	24.13	24.11	24.11	24.12
 <u>Total Labor Force</u>	 2,532	 3,431	 5,237	 6,020	 7,885

Fully 25% of the entire working force of the City of Coachella is employed in the basic agricultural positions, and the projections are for the trend to continue. It is also reasonable to assume that this figure will be larger if the labor force in the agricultural by-product positions are added.



The City then, realizes its present dependence on agriculture as a base for its existence, and "it appears that the agricultural industry will remain dominant among the three primary industrial activities in the Planning Area through 1995." As shown by the table above, it is expected that the agricultural industry within the city and nearby areas will attain significant growth by 1995, and continue beyond the year 2000 as a dominant employment factor. It should be noted however, that two factors could inhibit the estimated expansion of the agricultural industry.

The first inhibiting factor could be the fact that the supply of usable land for new plantings could be curtailed or even cut back should the area be opened for development for purposes other than agricultural. Second, the projected growth of the agricultural base, and hence agricultural employment, could be slowed with an accelerated trend toward agricultural production through automation. It is possible for the industry to attain an absolute growth in terms of value of production while growing at a diminishing rate in terms of employment. While these two possibilities do exist, neither of the two are expected to affect the economic base or employment base of the population in the foreseeable future.

It is apparent, through investigations of the past history of agriculture in the Coachella Valley, that the City of Coachella relies heavily upon that industry. It is necessary then, to realistically project the future of agriculture in the surrounding area. That projection would, keeping in mind various inhibiting factors mentioned previously and trends shown in previous tables, show that agriculture will grow in absolute terms, both in lands under agriculture uses, employment on those lands, and agriculture by-product employment.



### Fault Zone Open Space

As will be noted in the Safety Element, the City of Coachella is bounded on the northeast to the southeast by the Mission Creek Branch of the San Andreas Fault. Because a fault has certain characteristics that are readily noted, it is often quite easy to detect through basic geological studies of the area.

A fault is actually a fracture in the earth's crust, with movement taking place along the fracture in one or more of four basic ways. The crust of the earth may move, because of inner pressures, either in a motion parallel to the opposite side of the fracture, against and then up and over the fracture, drop below the fracture, or develop a wide separation from the other side of the fracture by moving away from it.

To date, although investigations and studies of the phenomenon of earthquake activity are being intensely conducted, there has been no way of predicting either the activity along the fault, the intensity of the activity, or the form the activity will take.

In the past history of the City of Coachella, little damage has resulted from seismic activity, either structurally or personally. However, it is realized that although earthquakes have natural origins, losses from such seismic activity are often the result of poor or improper regulation of building, both on top of and within close proximity to, a known fault line.

Because loss may occur both to the public inhabiting dwellings or other structures within close proximity to the fault activity, and also to any structure built close to the activity, the Open Space Element must be concerned directly with the designation of open areas along known fault lines.

With the severity of earthquakes having been well documented, and because of the very nature of fault activity being sudden and unexpected, habitation along the fracture becomes unwise, and is therefore not recommended. For these reasons, it is deemed to be in the best interests of the City of





Coachella that designations of open space land be enacted along the recognized fault line, and that land be adopted into the Open Space Element.

The Open Space-Fault zone (O-S-F) will necessarily concern itself with certain requirements for habitation and construction within the zone. Included within the basic requirements for the Open Space-Fault zoning will be regulations dictating action to be taken when Open Space-Fault zoning conflicts with other zoning. In the instances where the O-S-F zone traverses any other zoning area, it is deemed wise and proper to require O-S-F zone requirements take precedence over that other zoning.

It is also deemed wise and proper that all land contained within the Open Space-Fault zone be designated as, and limited to, either recreational or agricultural uses.

### Cultural Open Space

As previously mentioned in the introduction, preserving one's cultural heritage is one of man's most important social responsibilities. Preserving the identity and relationship with the past, and the foundations upon which man has built his modern civilization is becoming increasingly important as time progresses.

The City of Coachella recognizes this important aspect of today's social governmental planning, and is therefore vitally concerned with preserving, through open space planning, the lands which are deemed to be a vital part of that cultural heritage.

To this end, the City of Coachella will turn its attention toward preserving those lands, both within and close to the city limits, which are designated as Indian Reservation land. This land holds special importance to the area because it contains both natural flora and fauna, and important areas set aside as cemeteries or traditional burial grounds, as well as possible archaeologically interesting areas.

Because these important areas may neither be moved, developed in ways other than those signifying their heritage, or altered significantly, the City must pay special attention to the uses these lands are put to in its Open Space and Conservation Element.





### Public Safety Open Space

Open space has many varied and practical applications. Besides protecting the economy and employment of residents of the City and surrounding areas, and also protecting the safety of those residents in a direct fashion around recognized unsafe areas, open space also adds to recreational enjoyment and other tangible forms of man's aesthetic needs.

However, open space may also be used to aid man in his environment in an intangible way. As mentioned previously, open space has the ability to reduce traffic and industrial noises, add oxygen to the air through plant life, prevent valuable soil erosion through using various plants as land cover, and many other possibilities.

In certain instances, open space has the ability to accomplish, and must be considered to be the easiest and most realistic approach to obtaining all of those qualities at one specific location.

With open space having the ability to provide distance from potentially dangerous areas, to absorb and soften industrial and traffic noises, to buffer from sight and smell necessary but displeasing areas, and to provide income through agriculture or recreational uses, the City of Coachella recognizes those particular needs will exist on various areas around the Thermal Airport. As development progresses, particular attention will be paid to preserving open spaces in necessary key locations.

### Existing Open Space

In past planning practices, the City of Coachella has set aside open space land for two varying uses. For recreational purposes, the City has developed five parks, each with an individual size and intended use.

The smallest of the five parks is located in the northwestern corner of the city, and is designated for use as a small children's play area. Located on a lot 59 feet wide and 146 feet in depth, the Tot Lot offers a variety of recreational furniture designed especially for the child from one to five years old. Conceived as a recreational center for children, it is ideally located within a higher density R-2 zone, central to parents of a surrounding three to four block area.

The next larger park is located on the eastern side of the city, in the northern portion of a housing development. On a triangular section of



property, 440 feet on two sides and 650 feet long on the third, the Sierra Vista Park is equipped with facilities for basketball, general recreation and picnics. Located within easy reach of the entire tract of approximately 110 homes, the park serves about five hundred people as a neighborhood park.

Located on a ten acre site on the western side of the city, at the cross streets of Douma and Bagdad, one of the major recreational parks of the city currently offers one baseball diamond and a wide area for soccer. Because of its large size, and its location in relation to a large portion of residential development on the western side of the city, it serves as the primary source of immediate recreation for a large percentage of the population.

Another major park within the city limits of Coachella is located near central city, adjacent to Bobby Duke School. Bobby Duke Park is approximately five acres in size, and offers a baseball diamond, tennis court, soccer field, and picnic areas. Being located adjacent to a school, and within easy reach of a large portion of the residential areas of the city, it is used almost year-round for recreation.

The fifth park is located downtown, directly behind the City Hall. It is equipped with a full sized swimming pool, large shade trees, an open air stage and dance area, and is within easy reach of the entire downtown population.

The other type of open space land that has been set aside within the city limits, and in various outlying areas is that which qualified under section 51231 of the Government Code of the State of California as agricultural preserve areas. Adopted under the City Council Resolution number 71-10, there is currently approximately 312 acres of land now under agricultural preserve designation.

Approximately 112 acres under agricultural preserve designation is located in the northeastern corner of the city, bounded on the north and east by the irrigation canal and on the south by Vista Del Norte Street, the preserve is traversed by the San Andreas Fault. That section is currently under citrus and grape production.

The other agricultural preserve land is approximately 200 acres in size, bounded on the east by Tyler Street and on the south by Avenue 48, and is currently under vegetable production.

Directly west of the City of Coachella, and in a location west of Van Buren Street, mostly above Avenue 52 and south of Avenue 50, bounded on the west



by Calhoun Street, is approximately 200 acres of land currently under agricultural preserve designation. Another large portion of agricultural preserve land is located south of Airport Boulevard, west of Calhoun Street and north of Avenue 58. This parcel contains approximately 200 acres of land.

To the east of Coachella Valley Storm Water Channel, south of Avenue 49, and bounded by the All American Canal on the far eastern side, lies approximately 2,700 acres of land currently under agricultural preserve designation. In a discontinuous shape, this land stretches southward to Avenue 59 and is under various ownerships and uses.

Containing such diverse crops as oranges, grapefruit, dates, carrots, asparagus, cattle grazing, grapes and other crops as well, this area is one of the most fertile areas in the entire valley, and produces a major portion of crops within the Lower Coachella Valley Agricultural District.

The last type of area currently set aside as open space land is that land directly underneath the high voltage lines carrying electricity into the area. Although under easement to public utility for the purpose of conducting electricity, the land is (by a larger percentage) under some form of agricultural use. One line proceeds north from Avenue 50, along Tyler Street out of the city limits above the Dillon Road-All American Canal crossing. The other line travels easterly from Highway 111 to the All American Canal at its crossing with Avenue 52. Because these lines require open spaces under them, the City realizes that this type of open space must be recognized, and developed as recreational type open spaces (in conjunction with the public utility companies) as development requires it.



NOISE





## NOISE ELEMENT

### GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

To identify noise sources and establish noise level standards which provide for the reduction of noise where the noise environment is unacceptable while protecting and maintaining those areas having acceptable noise environments.

Insulative measures shall be taken in existing and planned developments, especially adjacent to freeways, railroads and airports.

The City will incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land use.

The City will enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL or LDN due to the combined effect of all noise.

The City will ensure that noise mitigation measures are employed in the design of new freeways and arterials consistent with funding capabilities.

Noise standards shall be established which are consistent with public health and welfare criteria and utilize established techniques for noise abatement.

The City will adopt a Community Noise Ordinance that can be used to protect people from noise generated on adjacent properties.

The City shall cooperate with appropriate jurisdictions in recognizing standards and criteria for noise emissions, although control of some noise sources has been pre-empted by State and Federal governments, and in identifying general goals for reduction of noise in problem areas.



The City will cooperate fully with State, Federal and other jurisdictions in establishing criteria and standards for noise emissions.

To allocate the cost of noise mitigation programs among the noise generating facilities and systems rather than among the recipients of such unwanted intrusive sound.

The City shall consider the technical feasibility and economic reasonableness of abatement programs while seeking to protect the public health and welfare with respect to noise.

The City will support legislation at all levels of government which will provide for noise abatement and allocate the cost of such abatement programs to the facilities generating such noise.

To recognize the adverse effect of excessive noise on the environmental aspects of the society.

Noise sensitive land uses such as residential, schools, hospitals, etc. shall not be located in high noise areas unless adequate mitigation is provided.

The City will adopt a Land Use Noise Compatibility Matrix.

Measures to control transportation and non-transportation noise impacts shall be developed.

A continued evaluation of truck movements and routes throughout the City will be carried out in order to provide effective separation from residential or other noise sensitive land uses.

Land use planning in the environs of Thermal Airport will be closely coordinated with design efforts towards that facility to be consistent with future projected noise levels for the airport.



To provide a means by which the citizens of the community may furnish a meaningful contribution to the realization of the noise related goals of the community.

The City shall develop sufficient information concerning community noise levels so that noise can be objectively considered in land use planning decisions.

The City will establish standards that specify acceptable limits of noise for various land uses through the use of a Community Noise Ordinance after appropriate public hearings.

A Land Use Noise Compatibility Matrix will be adopted that specifies the most appropriate relationship between proposed land uses and existing and future noise sources throughout the community.

## OVERVIEW

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use to achieve and maintain compatible land use with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to insure that Coachella residents will be protected from excessive noise intrusion.

The Noise Element follows the recently revised State guidelines in the State Government Code Section 653021(g) and Section 45050.1 of the Health and Safety Code. The element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information will become a guideline for the development of land use policies to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement. Included in this Element is a glossary that defines a number of key terms used in noise assessments.





## ISSUE IDENTIFICATION

### Transportation Noise Control

Within the City of Coachella are a number of transportation related noise sources including freeways, major arterials, railroads and an airport. These sources are the major contributors of noise in Coachella. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

### Noise and Land Use Planning Integration

Information relative to the existing and forecast noise environment within Coachella should be integrated into future land use planning decisions. The Element presents the noise environment in order that the City may include noise impact considerations in development programs.

### Community Noise Control for Non-Transportation Noise Sources

Residential land uses and areas identified as noise sensitive must be protected from excessive noise from non-transportation sources. These impacts are most effectively controlled through the adoption and application of a City Noise Ordinance.

## FINDINGS

The predominant noise sources in Coachella, as in most other communities, come from mobile noise sources including motor vehicles and railroads. A major freeway, a railroad, and a number of arterials expose the city to significant noise levels, particularly in those areas directly adjacent to these sources. Thermal Airport is also a potentially significant contributor to community noise levels. To a lesser degree, the City is also exposed to noise emanating from sources such as agricultural, industrial and commercial activities, construction activities and human activities.

Noise affects all types of land uses and activities, although some are more sensitive to high noise levels than others. Land uses in Coachella identified as noise sensitive include residences of all types, hospitals, rest homes, convalescent hospitals, places of worship and schools.

The noise environment for Coachella can be described using noise contours developed for the major noise sources within the City. The contours,





# FUTURE NOISE CONTOUR LOCATIONS FOR ROADS

	AVERAGE										BARRIER		DISTANCE TO CNEL CONTOURS		
	DAILY										NOISE	CNEL AT	(in feet from centerline)		
ROADWAY	TRAFFIC	HARD	SOFT	25	30	35	40	45	50	55	REDUCTION (dB)	100 ft	60 CNEL	65 CNEL	70 CNEL
Dillon Road:															
• South of Hwy 86	42,000		1						1			69.57	435	202	94
• North of Hwy 86	25,800		1						1			67.45	314	146	68
Avenue 50:															
• Madison to Dillon	23,800		1						1			67.10	298	138	64
• Dillon to Tyler	39,300		1			1						65.47	232	108	50
Avenue 52:															
• Madison to Monroe	28,200		1			1						64.03	186	86	40
• Monroe to Dillon	38,200		1			1						65.35	227	106	49
• Dillon to Jackson	38,300		1			1						65.36	228	106	49
• Jackson to Van Buren	31,500		1			1						64.51	200	93	43
• Van Buren to Harrison	39,900		1			1						65.54	234	109	50
• Harrison to Grapefruit	18,900		1						1			66.10	255	118	55
• Grapefruit to Hwy 86	21,700		1						1			66.70	280	130	60
Avenue 54:															
• Madison to Rancho Coachella	25,400		1						1			67.39	311	144	67
• Rancho Coachella to Van Buren	29,600		1						1			68.05	344	160	74
• Van Buren to Harrison	34,700		1						1			68.74	383	178	82
• Harrison to Hwy 86	36,000		1						1			68.90	392	182	84
Airport Boulevard:															
• Madison to Jackson	14,700		1						1			65.01	216	100	47
• Jackson to Harrison	38,600		1						1			69.20	411	191	89
• Harrison to Tyler	50,890		1						1			70.41	494	229	106
• Tyler to Grapefruit	29,200		1						1			67.99	341	158	73
• East of Grapefruit	29,500		1						1			68.04	343	159	74
Avenue 58:	8,900		1						1			62.83	154	72	33
Avenue 60:	3,900		1						1			59.25	89	41	19
• Road North of Coachella Dr	26,700		1						1			67.60	321	149	69
Rancho Coachella Parkway:															
• South of Airport Blvd.	27,800		1						1			67.78	330	153	71
• Airport Blvd. to Avenue 54	29,200		1						1			67.99	341	158	73
• Avenue 54 to Coachella Center	35,400		1			1						65.02	216	100	47
• Coachella Center to Jackson	31,500		1			1						64.51	200	93	43
• Jackson to Van Buren	28,000		1			1						64.00	185	86	40
• Van Buren to Avenue 50	40,700		1			1						65.63	237	110	51
• Avenue 50 to Grapefruit	27,800		1			1						63.97	184	85	40
Jackson:															
• South of Avenue 54	18,300		1						1			65.96	250	116	54
• Avenue 54 to Coachella Center	28,000		1						1			67.81	332	154	71
• North of Coachella Parkway	12,800		1						1			64.41	197	91	42
Van Buren:															
• South of Avenue 54	12,900		1						1			64.44	198	92	43
• Avenue 54 to Coachella Center	16,100		1						1			65.41	229	106	49
• Coachella Center to Rancho	18,100		1						1			65.92	248	115	53
Harrison:															
• South of Airport Boulevard	25,500		1						1			67.40	312	145	67
• Airport Blvd to Avenue 54	25,400		1						1			67.39	311	144	67
• Avenue 54 to Coachella Center	42,300		1			1						65.79	243	113	52
• Coachella Center to Tyler	51,700		1			1						66.67	278	129	60
• Tyler to Avenue 50	39,900		1			1						65.54	234	109	50
Grapefruit Boulevard:															
• Dillon to Avenue 50	50,700		1			1						66.58	275	127	59
• Avenue 50 to Tyler	18,600		1			1						62.23	141	65	30
• Tyler to Coachella Center	19,800		1			1						62.50	147	68	32
• South of Coachella Center	23,900		1						1			67.12	298	139	64
Tyler North of Avenue 50	25,100		1						1			67.34	308	143	66
Future Highway 86	20,000		1							1		76.01	1,167	542	251
State 10	20,500		1							1		76.12	1,187	551	256

TABLE 7



developed for 20 year forecast conditions (2005), are presented in Table 7 and illustrated in Exhibit 8. The 60, 65 and 70 dB LDN contour levels are shown on these maps. The 60 dB LDN contour represents the Noise Referral Zone for which any proposed noise sensitive land use within this zone should be evaluated on a project specific basis. The project may require mitigation to meet City or State (Title 24) standards. The 65 LDN contour represents the level for which any proposed residential land uses will require mitigation in order to comply with local noise standards. The 70 LDN contour represents the level for which any proposed land use should be carefully reviewed to insure that adequate mitigation measures are provided.

The sources of noise in Coachella can be divided into two basic categories, transportation sources and non-transportation sources. A local government has little direct control of transportation noise at the source. State and Federal agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is through reducing the impact of the noise onto the community (i.e. noise barriers and site design review).

Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts. Figure 3 illustrates how a noise barrier effect occurs. The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and the receiver is penetrated by the barrier. The greater the penetration, the greater the noise reduction.

Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Table 8 represents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of specific Noise Standards. These Standards, presented in Table 9, presents the City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The most effective method to control community noise impacts from non-transportation noise sources is through application of the Community Noise



# LAND USE NOISE COMPATIBILITY MATRIX

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
CATEGORIES	USES	<55	60	65	70	75	80>	
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank Restaurant, Movie Theatre	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheatre, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Childrens Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

## INTERPRETATION

ZONE A  
CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B  
NORMALLY COMPATIBLE

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C  
NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D  
CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.





# INTERIOR AND EXTERIOR NOISE STANDARDS

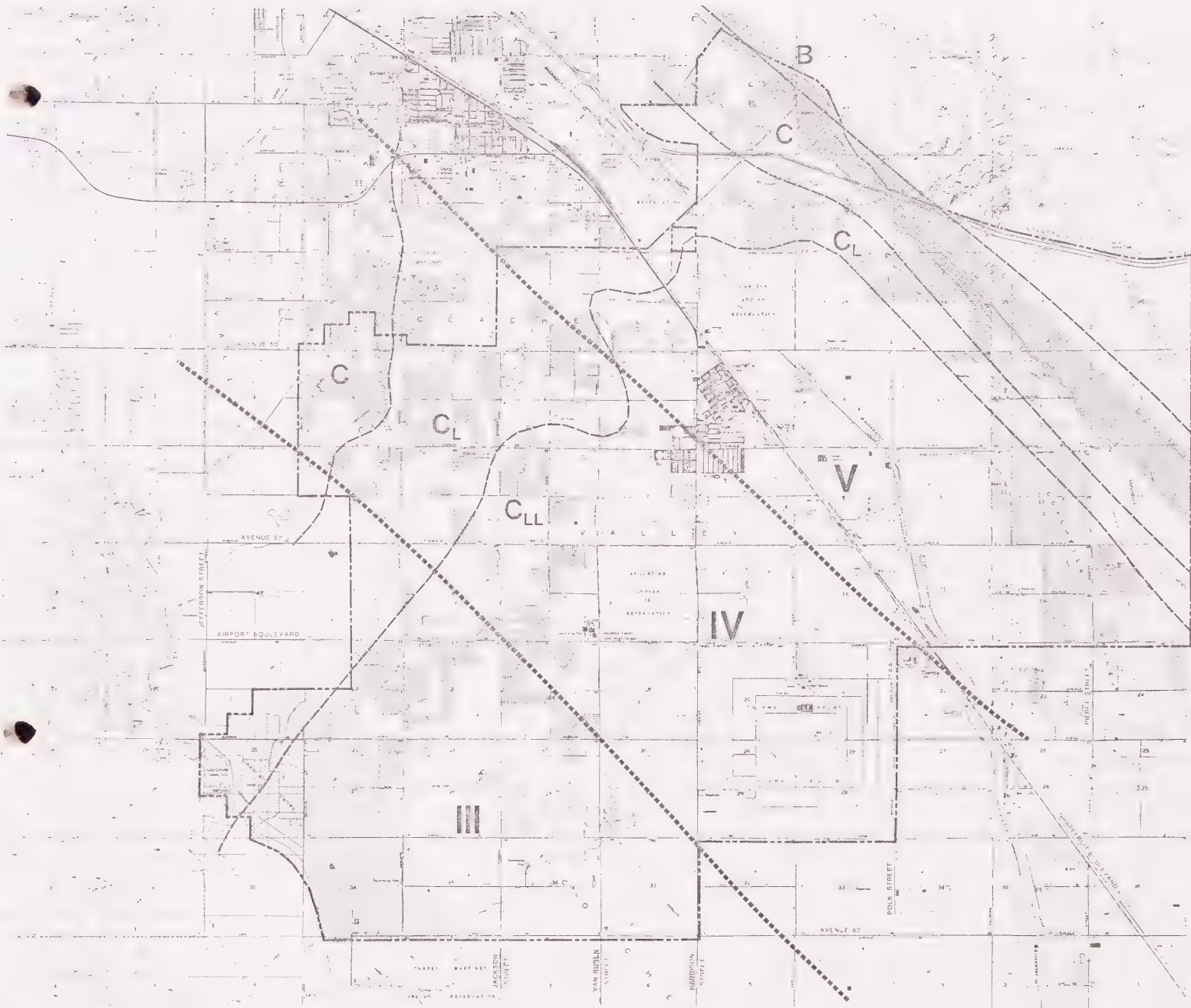
LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
<u>CATEGORIES</u>	<u>USES</u>	INTERIOR <sup>1</sup>	EXTERIOR <sup>2</sup>
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 <sup>3</sup>	65
	Mobile Home	----	65 <sup>4</sup>
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65 <sup>5</sup>
	Commercial Retail, Bank Restaurant	55	----
	Office Building, Research and Development, Professional Offices, City Office Building	50	----
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	----
	Gymnasium (Multipurpose)	50	----
	Sports Club	55	----
	Manufacturing, Warehousing, Wholesale, Utilities	65	----
	Movie Theatres	45	----
INSTITUTIONAL	Hospital, Schools' classroom	45	65
	Church, Library	45	----
OPEN SPACE	Parks	----	65

## INTERPRETATION

- Indoor environment excluding: Bathrooms, toilets, closets, corridors.
- Outdoor environment limited to: Private yard of single family  
Multi-family private patio or balcony which is served by a means of exit from inside.  
Mobile home Park  
Hospital patio  
Park's picnic area  
School's playground  
Hotel and motel recreation area
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
- Except those areas affected by aircraft noise.











## SEISMIC

### LEGEND

-  SEISMIC ZONES
-  LIQUEFACTION ZONES
-  SPECIAL STUDY ZONES  
(BANNING MISSION CREEK FAULT)
-  AREA NOT SUBJECT TO LIQUEFACTION

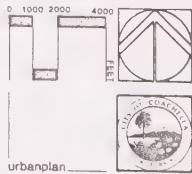
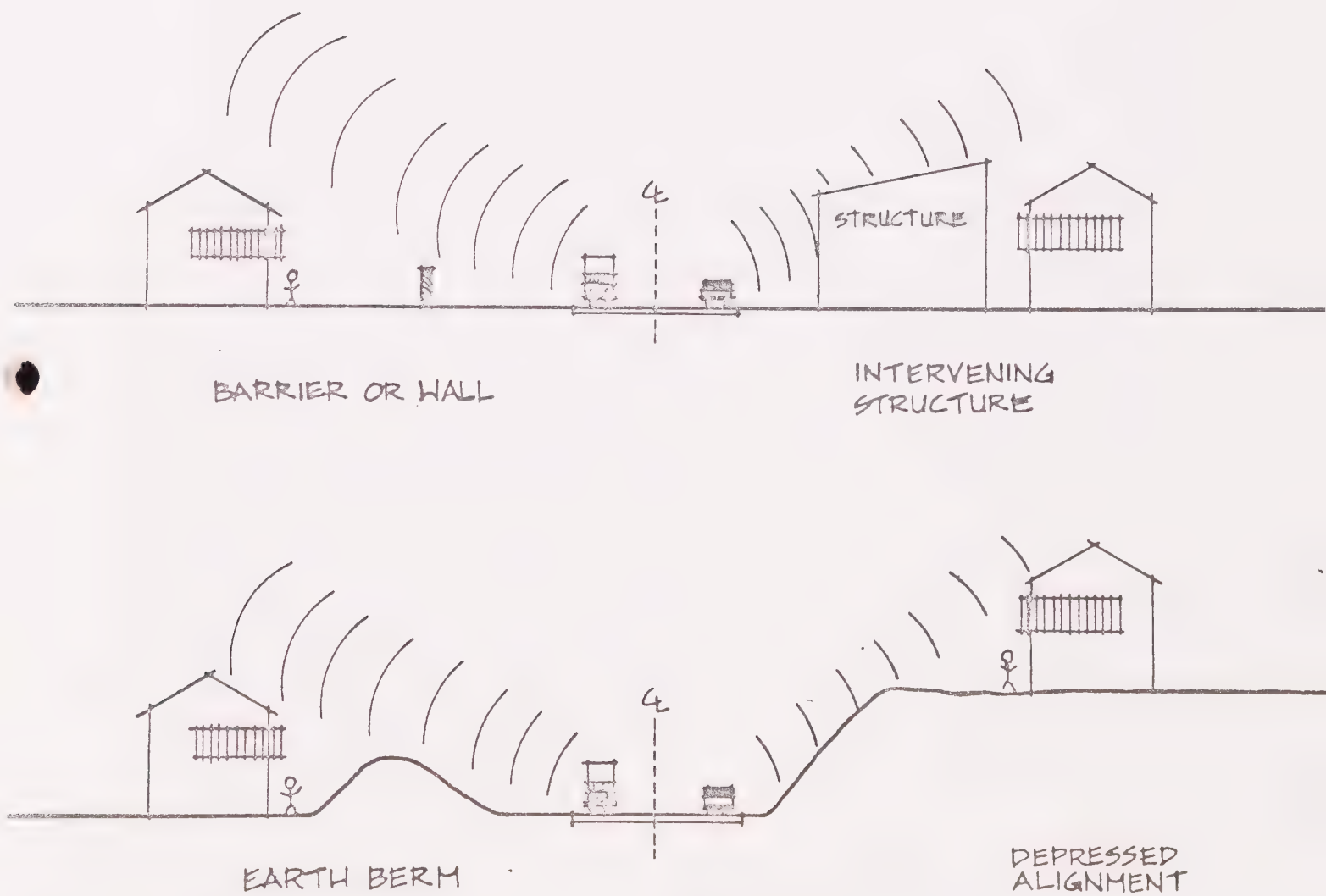


EXHIBIT 9



# EXAMPLES OF NOISE BARRIER EFFECT



NOT TO SCALE

FIGURE 3



Ordinance. The City should consider amending and adopting a new comprehensive community noise ordinance to ensure that City residents are not exposed to excessive noise levels from non-transportation noise sources. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels encouraged by the ordinance are typical of a quiet residential area.

### INVENTORY OF FORECAST CONDITIONS

This section contains a detailed description of the current and projected noise environment within the City. This description of the noise environment is based on an identification of noise sources and noise sensitive land uses, a community noise measurement survey and noise contour maps.

To define the noise exposure, this section of the report first identifies the major sources of noise in the community. The sources of noise in Coachella include an existing major freeway (I-10), a future freeway (State Route 86), arterial roadways, a railroad, an airport, and industrial and commercial centers. To completely assess the noise environment in the city, noise sensitive receptors must also be identified. As mandated by the State, noise sensitive receptors include, but are not limited to, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction.

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey will be conducted. The function of the survey is threefold. The first is to determine the existing noise levels at noise sensitive land uses. The second function is to provide empirical data for the correlation and calibration of the computer modeled noise environment. A third important aspect of the survey is to obtain an accurate description of the ambient noise levels in various communities throughout the City.

Noise contours for all of the major noise sources in Coachella were developed for future conditions. These contours were determined from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL). Future conditions are presented for the 20 year time period of 2005.





## Sources of Noise

The most common sources of noise in urban areas are transportation related noise sources. These include automobiles, trucks, motorcycles, railroads, and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events which often create a sustained noise level and by its proximity to areas sensitive to noise exposure. Railroad and aircraft operations, though infrequent, may generate high noise levels that can be disruptive to human activity.

The City of Coachella is affected by one major freeway, Interstate 10 and will have a new major freeway when State Route 86 is completed. Both of these facilities are in the northern area of the City. The major arterials in the city include Grapefruit Boulevard, Dillon Road, Avenue 48, and Jackson Street. Future plans call for major arterial classification for Rancho Coachella Parkway, Coachella Center Drive, Avenue 54, and Airport Boulevard. There is one airport that may impact Coachella and that is Thermal Airport, a general aviation facility located at the southern boundary of the city.

Stationary noise sources include industrial and commercial centers such as manufacturing plants and shopping centers. Agricultural activities, which are extensive throughout Coachella, generate noise primarily through heavy equipment operation and truck traffic on local streets.

## Noise Sensitive Receptors

The City of Coachella has a number of public and private educational facilities and other facilities that are considered noise sensitive. The location of these facilities are shown on the map for both Figures 1 and 2. The distribution of these facilities varies from quiet residential areas to major transportation corridors.

## Community Noise Measurement Survey

The determination of the major noise sources and the identification of noise sensitive receptors provide the basis for developing a community noise survey. The noise measurement survey was conducted at locations which reflect the noise levels at these facilities. Each site was monitored for a minimum of 15 minutes with longer measurements at locations near the railroad line and the airport where the events are sporadic. The results of the survey and the methodology used in the measurements are summarized in the Technical Appendix.





### Community Noise Contours

The noise contours for the City of Coachella are presented in Exhibit 8 for 2005 conditions. For the purposes of this draft document, the noise contour data is tabularized in Table 7. The contours are based on the future conditions of traffic volume, railroad activities, and other sources of noise in the community. The methodology used for computing the noise contours is presented in the Technical Appendix.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the maps are the 60 and 65 dB CNEL noise level. The noise contours presented should be used as a guide for land use planning. The 60 dB CNEL contour defines the Noise Referral Zone. This is the noise level for which noise considerations should be included when making land use policy decisions. The 65 dB CNEL contour describes the area for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabularized format in the Technical Appendix. Topography and intervening buildings or barriers have a very complex effect on the propagation of noise, and therefore noise contours.

### Summary of Noise Exposure

The sources of noise in Coachella fall into five basic categories. These are freeways, major and minor arterial roadways, railroad, airport and stationary sources. Each of these sources and their impacts on the noise environment of Coachella are summarized in the following paragraphs.

Freeways - Two major freeways are located in the City of Coachella. These include Interstate 10 and the future State Route 86. Interstate 10 is a major truck route and has a very high volume of large trucks.

Major and Minor Arterial Roadways - Traffic noise on surface streets is a significant source of noise within the community. The major roadways in the City include Dillon Road, Tyler Street, Harrison Road, Airport Boulevard, Avenue 54, Coachella Center Drive, Rancho



Coachella Parkway, Van Buren, Grapefruit Boulevard, Avenue 48, and Jackson Street.

Noise levels along roadways are affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic and gradient of the roadway.

Railroads - The Southern Pacific Transportation Company has a main railroad line that passes through the north portion of the city.

Airports - Thermal Airport is located in Coachella. The Thermal Airport is a general aviation facility and handles only light private aircraft. The community is subject to occasional noise intrusion from aircraft utilizing the airport. However, these events occur only occasionally, and are not considered a major source of noise in Coachella.

Stationary Sources - Coachella has relatively few sources of stationary noise. Most of the heavy equipment that operates in the city is agriculture related and therefore somewhat seasonal.

## GLOSSARY

A-Weighted Sound Level - The sound pressure level in decibels as measured on a sound level meter using the A-Weighted filter network. The A-Weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear.

Ambient Noise Level - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL) - The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m. represents the daily energy noise exposure averaged on an annual basis.



Day - Night Average Level (LDN) - The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m. represents the daily energy noise exposure averaged on an annual basis.

Decibel (dB) - A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dBA - A-Weighted sound level (see definition above).

Equivalent Sound Level (LEQ) - The sound level corresponding to a steady-state sound level over a given sample period.

Frequency - The number of times per second that a sound pressure signal oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

Intrusive Noise - That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

L10 - The A-Weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

Noise - Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Noise Attenuation - The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

Noise Exposure Contours - Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and Ldn are typical standards used for comparison.

Noise Referral Zones - Such zones are defined as the area within the contour defining a LDN level exceeding 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and , in some cases, supersede local laws and regulations. Any proposed





noise sensitive development which may be impacted by a total noise environment of 60 dB LDN or more will be evaluated on a project specific basis

Noise Sensitive Land Use - Those specific land uses which have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources. Such human activity typically occurs daily for continuous periods of 24 hours or is of such a nature that noise is significantly disruptive to activities that occur for short periods. Specifically, noise sensitive land uses include: residences of all types, hospitals, rest homes, convalescent hospitals, places of worship and schools.

Sound Level (Noise Level) - The weighting sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter - An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.





SAFETY



## SAFETY ELEMENT

### GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

To regulate development in areas which are considered to be hazardous.

The City shall cooperate with appropriate jurisdictions in recognizing seismic hazards and safety hazards, and in identifying general goals for reduction of such risks.

The City will update its Seismic Safety Map.

The City will develop an Emergency Response Plan with other local agencies.

The City shall cooperate with appropriate agencies to develop a flood hazard analysis so that adequate flood proofing measures can be implemented in Specific Plans, Tentative Maps and Building Permits where appropriate.

Fills will be placed under the supervision of a soils engineer.

In hillside areas, engineering geologic investigations will be required for all developments, and engineering geologists will be required to supervise the placing of fill materials.

A Soils/Geologic Assessment Study will be prepared as early in the development process as possible for any development proposed within an area identified as having a potential for liquefaction or soil settlement.

All development will conform with the latest (1982) Uniform Building Code or state-of-the-art recommendations for the Structural Engineers Association of California for seismic considerations in the design of structures.



To provide for the implementation of improvements which protect the community from intermittent hazardous conditions.

The provision of all-weather crossings over major flood control facilities shall be investigated.

Curbs and gutters will be installed in all new residential, commercial and industrial tracts.

A priority schedule for all weather crossings will be established with the Riverside County Flood Control authorities.

### OVERVIEW

The purpose of the Safety Element is to protect the community from the following:

"Any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides, subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires."

Government Code Sec. 65302(g)

The location and geology of the study area is such that several of the areas of concern identified in the government code are not of significant enough presence to cause an "unreasonable risk". Although the study area is in a location of potential seismic activity, there are no large bodies of water in close proximity to trigger tsunami phenomena. There are no dams in the study area, nor is it subject to inundation from the failure of a dam outside its boundaries. The bedrock underlying the steeper slopes surrounding the study area is hard and firm, minimizing the potential for slope instability or landslides. The area enjoys an arid climate which minimizes the exposure to flooding and the Stormwater Channel has sufficient capacity to contain the peak flows from flash flooding that occasionally occurs upstream from the study area. Because of the climate, the natural vegetative cover in the study area is not of a high enough level of intensity to support wildland fires.



## AREAS OF CONCERN

Two areas of concern remain, however. The first pertains to emergency vehicle access to portions of the Study Area that are east of the Stormwater Channel. During periods of significant runoff, the lack of all-weather crossings across the Channel effectively deny the residents on the east side access to emergency services. The City should work with the Coachella Valley Water District and appropriate county, state and federal agencies to fund and construct an all-weather crossing of the Stormwater Channel at either Avenue 52 or Avenue 54.

The second concern is significantly greater in potential impact and areawide interest. It pertains to the fact that the Coachella Valley, by its close proximity to the San Andreas Fault, is an area of high potential for seismic activity. The Government Code makes the following statement with regard to the use of a county's safety element to satisfy the city's requirements in that area:

"To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision."

Government Code Sec. 65302(g)

The information contained in the remainder of this element is extracted from the Seismic Safety section of the Safety Element of the Riverside County General Plan (1984), and edited to contain only this portion of the section that are applicable to the study area of the Coachella General Plan.

## PROGRAMS

### Fault Hazard Zones, Groundshaking Zones, and Liquefaction Hazard Areas

The County Seismic Hazards Maps (see Exhibit 9) contain Special Studies Zones (State-identified areas of potentially active and recently active faults), County Fault Hazard Zones (other County areas of potentially active and recently active faults which were not identified in the State Special Studies Zones), County Groundshaking Zones (with level of risk from groundshaking based on distance from faults and on geologic characteristics of site), and County Liquefaction Hazard Areas (high groundwater areas which risk failure of the ground's ability to support structures).





County standards for development occurring within these hazard areas have been designed to reduce risk and adequately mitigate seismic hazards. The standards include requirements for geologic site investigations and setbacks of structures from potentially active and recently active fault traces where ground rupture could destroy structures. (The Land Use Standards contain the standards related to seismic hazards.)

## LAND USE STANDARDS

### Seismic Fault Zones

If the proposed site for a subdivision or human occupancy structure\* is located within:

- a. an Alquist-Priolo Special Studies Zone, or
- b. a County Fault Hazard Zone, or
- c. 150 feet of an active or potentially active fault,

then submission of a geologic report or a request for a waiver is required with applications for permits or approvals. Exhibit 9 indicates the locations of the above seismic zones.

The geologic report is to evaluate surface fault displacement and other seismic hazards, based on a site investigation. A waiver of the report will only be granted based on adequate previous geologic data showing that no seismic hazard exists, as approved by the County and State Geologists.

For active and potentially active faults which are not included in Special Studies Zones or County Fault Hazard Zones, a setback of 150 feet will be allowed in lieu of a geologic report.

Structures for human occupancy may only be constructed or placed on the site if the approved geologic report shows that no undue hazard would be created. If an active fault is determined to be on the site, setbacks will be required for human occupancy structures, based on the geologic report recommendations. These recommendations may also include seismic design considerations.

Table 10 indicates general land use suitability in Special Studies Zones and Fault Hazard Zones.



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\*Applicable developments include any subdivision of land subject to the Subdivision Map Act for which the eventual construction of a structure for human occupancy is contemplated, or structures for human occupancy except single family wood-framed dwellings less than two stories high or mobile homes exceeding eight feet, when these dwellings are not a part of a development of four or more dwellings; or single family wood-framed dwellings to be built on sites for which geologic reports have been previously approved.

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### Liquefaction Hazards (All Categories)

If the proposed site is located in a potential liquefaction area (see Exhibit 9 and Table 10), and the development proposal is one of the following:

- Any subdivision of land subject to the Subdivision Map Act for which the eventual construction of a structure for human occupancy is contemplated, or
- Structures for human occupancy, except single family dwellings and mobile homes to be built or placed on lots previously approved through the building permit process,

then submission of a geologic report or request for a waiver of the report is required with applications for permits and approvals. The geologic report is to assess liquefaction hazards, based on a site investigation.

Structures for human occupancy may only be constructed or placed on the site if the approved geologic report shows that no undue hazard would be created. Mitigation measures may be required for human occupancy structures, based on the geologic report recommendations.

Waiver of the liquefaction report is allowed in certain situations where it can be shown that groundwater or geologic conditions do not constitute a liquefaction hazard; or that the proposed project is a land division by large acreage parcel mapping of agriculture land; or that satisfactory mitigation of the potential hazard is submitted by a qualified engineer or geologist.

Table 10 indicates general land use suitability in Liquefaction Potential Zones.



## LAND USE SUITABILITY IN LIQUEFACTION POTENTIAL ZONES

LAND USE	DEGREE OF SUITABILITY IN LIQUEFACTION POTENTIAL ZONES			
	HIGH	MODERATELY HIGH	MODERATE	LOW
Critical Land Uses	R	R	U	PS
Essential Land Uses	R	R	U	PS
Normal-High Risk	R	U	PS	S
Normal-Low Risk	R	U	PS	S

### DEFINITIONS:

**CRITICAL LAND USES** - Nuclear related systems; major dams; explosives or hazardous materials manufacturing, handling, or storage; hospitals and other emergency medical facilities.

**ESSENTIAL LAND USES** - Police, fire and communications systems; Emergency Operations Centers (EOC's); electric power inter-tie systems; power plants; small dams; utility substations; sewage treatment plants; waterworks; local gas and electric distribution line; aqueducts; major pipelines; major highways; bridges and tunnels; ambulance services; public assembly areas with capacity of 300 or more; schools.

**NORMAL-HIGH RISK** - Multi-family residential of 100 or more units; major commercial including large shopping centers; office buildings; large hotels; health care clinics and convalescent home; heavy industry, gas stations.

**NORMAL-LOW RISK** - Single family residential; multi-family of 100 units or less; small scale commercial; small hotels; motels; light industrial; warehousing.

### EXPLANATION:

**S Generally Suitable** - Expected levels of groundshaking are generally less or equal to design levels as defined in the Uniform Building Code (UBC). Code designed buildings may experience no damage or minor damage in these zones.

**PS Provisionally Suitable** - Expected levels of groundshaking generally exceed design levels as defined in the UBC by a factor ranging from approximately 1 to 2. UBC designed buildings may suffer moderate damage in these zones.

**U Generally Unsuitable** - Expected levels of groundshaking generally exceed design levels as defined in the UBC by a factor ranging from approximately 2 to 5. UBC designed buildings may suffer major damage in these zones.

**R Restricted** - Expected levels of groundshaking generally exceed design levels as defined in the UBC by a factor in excess of 5. UBC designed buildings may suffer extensive damage in these zones.





## Groundshaking Zones

Development proposals will be evaluated using the following guidelines which indicate the suitability of locating land uses in various groundshaking zones. See Table 11 to determine applicable groundshaking zone.

Table 11 indicates general land use suitability in groundshaking zones. In addition to the restrictions defined in that table, the following two observations should be recognized when reviewing and applying this Element:

- The suitability of Essential and Critical Land Uses in the various groundshaking zones is significantly influenced by considerations for community safety and disaster recovery during and following an earthquake. Detailed site investigations and engineering studies may be necessary for certain structures and projects contemplated for these zones. Often, the lead agency for review of these projects will be the state or federal government, however the City usually is given the opportunity to make input as part of the environmental review process.
- At the present time all structures to be located in the County are designed to resist earthquake forces in accordance with the Uniform Building Code. The UBC also allows design engineers to voluntarily submit properly substantiated technical data for dynamic seismic analyses for structures, and requires dynamic analyses for structures having irregular shapes or framing systems. The groundshaking data shown on the Seismic/Geologic maps and in the Technical Report may be utilized by design engineers for these dynamic analyses. Nothing in this General Plan should be construed to require seismic design standards more stringent than the UBC, however, it should be understood that seismic design data is available for dynamic analyses should it be desired by the design engineer. Research indicates that, in general, dynamically designed structures are more earthquake resistant than UBC designed structures.





## LAND USE SUITABILITY IN GROUNDSHAKING ZONES

LAND USE	DEGREE OF SUITABILITY IN GROUNDSHAKING ZONES																			
	IIA	IIB	IIC	IID	IIE	IIIA	IIIB	IIIC	IIID	IIIE	IVA	IVB	IVC	IVD	IVE	VA	VB	VC	VD	VE
Critical Land Uses	U	R	U	R	R	R	R	U	R	R	R	R	U	R	R	R	R	R	R	R
Essential Land Uses	U	U	PS	R	R	R	R	U	R	R	U	R	U	R	R	R	R	R	R	R
Normal-High Risk	S	S	S	PS	U	PS	PS	S	U	U	PS	U	PS	U	R	U	U	PS	U	R
Normal-Low Risk	S	S	S	S	PS	S	PS	S	PS	U	S	PS	S	U	U	PS	PS	S	U	U

### DEFINITIONS:

- CRITICAL LAND USES** - Nuclear related systems; major dams; explosives or hazardous materials manufacturing, handling, or storage; hospitals and other emergency medical facilities.
- ESSENTIAL LAND USES** - Police, fire and communications systems; Emergency Operations Centers (EOC's); electric power inter-tie systems; power plants; small dams; utility substations; sewage treatment plants; waterworks; local gas and electric distribution line; aqueducts; major pipelines; major highways; bridges and tunnels; ambulance services; public assembly areas with capacity of 300 or more; schools.
- NORMAL-HIGH RISK** - Multi-family residential of 100 or more units; major commercial including large shopping centers; office buildings; large hotels; health care clinics and convalescent home; heavy industry, gas stations.
- NORMAL-LOW RISK** - Single family residential; multi-family of 100 units or less; small scale commercial; small hotels; motels; light industrial; warehousing.

### EXPLANATION:

- S Generally Suitable** - Expected levels of groundshaking are generally less or equal to design levels as defined in the Uniform Building Code (UBC). Code designed buildings may experience no damage or minor damage in these zones.
- PS Provisionally Suitable** - Expected levels of groundshaking generally exceed design levels as defined in the UBC by a factor ranging from approximately 1 to 2. UBC designed buildings may suffer moderate damage in these zones.
- U Generally Unsuitable** - Expected levels of groundshaking generally exceed design levels as defined in the UBC by a factor ranging from approximately 2 to 5. UBC designed buildings may suffer major damage in these zones.
- R Restricted** - Expected levels of groundshaking generally exceed design levels as defined in the UBC by a factor in excess of 5. UBC designed buildings may suffer extensive damage in these zones.



# APPENDIX



Oversized Map or Foldout not scanned.

Item may be viewed at the  
Institute of Governmental Studies Library, UC Berkeley.

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